

# GRAIN DEALERS JOURNAL

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## WHY NOT SHIP

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NOW

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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### AMARILLO, TEX.

Panhandle Gr. & Elvtr. Co., whole, gr., fld. seeds.\*  
Plains Gr. Co., E. S. Blasdel, millet, cane, kafir.\*

### ATCHISON, KANS.

Blair Elevator Co., receivers & shippers.\*

### ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.

### ATLANTA, GA.

Gregg & Son, J., wholesale brokers, grain, hay.\*

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Chamber of Commerce Members.

Baltimore Grain Co., receivers & exporters.\*  
Baltimore Pearl Hominy Co., corn pdts.\*  
Blackburn & Co., C. P., grain revtrs., exporters.\*  
Dennis & Co., grain merchants.\*  
England & Co., Chas., grain, hay.\*  
Fahey & Co., John T., gr'n receivers & expts.\*  
Hammond, Snyder & Co., Inc., receivers, expts.\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Robinson & Jackson, gr. com. merchants.\*  
Wack & Co., Henry E., grain, hay, feeds.

### BEAUMONT, TEX.

Archer Brkg. Co., W. R., grain broker.

### BLOOMINGTON, ILL.

Baldwin Grain Co., brokers.\*  
Hasenwinkle Grain Co., brks. of country grain.  
Slick & Co., L. E., grain brokers.  
Worth-Gyles Grain Co., cash and future grain.\*

### BOSTON, MASS.

Chamber of Commerce Members.

Benzaquin, Matthew D., grain brokerage, com'n.\*  
Cressey, Fred L., hay, grain, bkg. com.  
Jaquith, Parker, Smith & Co., wheat barley millo.  
Marden & Co., C. F., grain brokers.  
Merigold & Co., A. I., chicken wheat specialists.  
Taft, R. C., grain broker.

### BUFFALO, N. Y.

Corn Exchange Members.

Buffalo Grain Co., revtrs., fwhrs., consignments.  
Churchill Gr. & Seed Co., revtrs., shippers.\*  
Doorty-Ellsworth Co., Inc., brokerage commission.\*  
Electric Grain Elvtr. Co., consignments.\*  
Harold, A. W., grain, barley a specialty.  
Irwin, Dudley M., barley.\*  
Pratt & Co., receivers, shippers of grain.\*  
Taylor & Bournique Co., receivers and shippers.\*  
Urmston Grain Co., grain commission.\*

### CAIRO, ILL.

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Antrim & Co., H. S., receivers, shippers.\*  
Halliday Elvtr. Co., grain dealers.\*  
Hastings-Stout Co., grain and hay.\*  
Mazee-Lynch Grain Co., grain.\*  
Pink & Co., flour, hay, grain, fdstuff.  
Thistlewood & Co., grain and hay.

### CEDAR RAPIDS, IOWA.

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Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commiss'n merchants.\*  
Bartlett-Frazier Co., grain merchants.\*  
Bennett & Co., Jas. E., commission merchants.\*  
Brennan & Co., John E., grain com'isn mchts.\*  
Carhart Code Harwood Co., grain commission.\*  
Dole & Co., J. H., grain and seeds.\*  
Freeman & Co., Henry H., grain, hay, straw.  
Gerstenberg & Co., commission merchants.\*  
Hales & Edwards Co., grain merchants.\*  
Harvey Grain Co., corn and oats.\*  
Hitch & Carder, commission merchants.\*  
Hoit & Co., Lowell, commission, grain and seeds.  
Lamson Bros. & Co., consignments solicited.\*  
Lewis & Co., F. S., grain & provisions.\*  
Lipsey & Co., grain commission.\*  
Logan & Bryan, options, cash grain.\*  
Lowitz & Co., E., grain commission.\*  
McKenna & Rodgers, commission merchants.\*  
Mumford & Co., W. R., grain, hay, millstuffs.\*  
Norris Grain Co., grain merchants.\*  
Paynter, H. M., grain and field seeds.  
Perrine & Co., W. H., grain and commission.\*  
Press & Co., W. G., grain, provisions, stocks, etc.  
Quaker Oats Co., buyers of grain.  
Rosenbaum Bros., receivers, shippers.\*  
Rothchild Co., D., receivers & shippers.\*  
Rumsey & Company, grain commission.\*  
Sawyers Grain Co., grain commission.\*  
Schiffin & Co., P. H., commission.\*

### CHICAGO (Continued).

Shaffer & Co., J. C., grain merchants.\*  
Simons, Day & Co., grain merchants.\*  
Scmers, Jones & Co., grain and field seeds.\*  
Thayer & Co., C. H., receivers-shippers.\*  
Ware & Leland, grain and seeds.\*

### CINCINNATI, O.

Grain & Hay Exchange Members.

Blumenthal, Max, grain, feed, hay and straw.\*  
Brouse-Skidmore Co., grain, hay, feed.\*  
Early & Daniel Co., grain, hay, feed.\*  
Perin Bros., want corn.\*  
Mutual Commission Co., hay, grain and feed.\*

### CLEVELAND, O.

Grain and Hay Exchange Members.

Bailey, E. I., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Cuyahoga Grain Co., hay, grain, feed, flour.  
Gates Elvtr. Co., The, revtrs. & shprs.\*  
Lake Shore Elvtr. Co., grain and feed.\*  
Sheets Elevator Co., The, grain, hay, straw.\*  
Shepard, Clark & Co., grain merchants.\*  
Star Elvtr. Co., receivers, grain, hay, straw.\*  
Strauss & Co., H. M., revtrs. shprs. hay & grain.\*  
Union Elevator Co., The, grain and hay.\*

### DALLAS TEX.

Stagner Bros., revtrs-shprs. grn., hay, c. s. prod.

### DAVENPORT, IOWA.

Davenport Elvtr. Co., receivers and shippers.\*  
Merchants Elvtr. Co., buyers-sellers all grns.  
Purity Oats Co., buyers of grain.

### DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain & hay.  
Best & Co., J. D., buy and sell all grains.\*  
Crescent Flour Mills, The, wheat, corn, oats.\*  
Denver Elevator. We buy & sell grain & beans.\*  
Hungarian Flour Mills, wheat, corn, oats, etc.  
Kellogg Gr. Co., O. M., revtrs. & shprs.\*  
O'Donnell Grain Co., wholesale grain.\*  
Pheps Grain Co., T. D., wholesale grain.\*  
Summit Gr'n & Coal Co., wh't, corn, oats, rye, bly.\*  
Thompson Merc. Co., The W. F., wholesale hay.

### DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.\*  
Caughy-Jossman Co., grain & seeds.\*  
Dumont, Roberts & Co., receivers, shippers.\*  
Huston, C. R., gr., hay congmts. a specialty.\*  
Lichtenberg & Son, oats, corn, hay, straw.  
Simmons & Co., F. J., grain & hay.\*

### FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

### FRANKFORT, IND.

Frank & Co., William, grain brokers.

### GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.

### GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

### HASTINGS, NEBR.

Elder, Fred W., whlse. grain, hay, mill pdts.\*  
Koehler-Twiddle Elevator Co., grain dealers.\*  
Stockham Grain Co., E., whole grain & feed.\*

### HOUSTON, TEX.

Gulf Grain Co., grain, hay, millfeed.\*

### HUTCHINSON, KAN.

Board of Trade Members.

Bolin Hall Grain Co., Kansas hard wheat.

### INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elvtr. & Feed Co., receivers and shippers.\*  
Bingham-Hewett-Scholl Co., grain merchants.\*  
Boyd Grain Co., Bert A., strictly brkr. & com.\*  
Hayward-Rich Grain Co., grain commission.  
Heinmiller Grain Co., receivers and shippers.\*  
Hoosier Grain Co., consignments only.  
Kinney Grain Co., H. E., receiver and shipper.\*  
Lowitz & Co., E., grain commission.\*  
McCardle-Black Co., grain merchants.\*  
Minor, B. B., grain consignments solicited.  
Montgomery & Tompkins, receivers and shippers.\*  
Shotwell & Co., C. A., commission, bkg.  
Urmston Grain Co., receivers & shippers.\*  
Witt, Frank A., grain commission & brokerage.\*

### JACKSON, MICH.

Stockbridge Elvtr., trk. buyers, slrs., gr. & sds.

### KANSAS CITY, MO.

Board of Trade Members.

Addison-Benton Grain Co., consignments.\*  
Aylsworth Grain Co., receivers, shippers.\*  
Beyer Grain Co., consignments & mill orders.  
Bruce Bros. Grain Co., consignments.

### KANSAS CITY, MO. (Continued).

Christopher & Co., B. C., kafir, feterita, millo.\*  
Croysdale Grain Co., grain commission.  
Davis Grain Co., A. C., grain commission.  
Denton Kuhn Gr. Co., consignments.\*  
Ernst-Davis Grain Co., commission.\*  
Fisher Gr. Co., C. V., receivers & shippers of gr.\*  
Frisko Elevators Co., grain merchants.\*  
Goffe & Carkener, revrs. and shprs. of grain.\*  
Hall-Baker Grain Co., consignments.  
Hinds Grain Co., The, receivers, shippers.\*  
Kemper Mill & Elvtr. Co., grain and feed.\*  
Langenberg Bros. Gr. & Hay Co., revrs., shprs.  
Mensendieck Grain Co., consignments.\*  
Moore-Lawless Grain Co., grain receivers.\*  
Moore-Seaver Grain Co., receivers & shippers.\*  
Nicholson Gr. Co., W. S., gr. commission.\*  
Norris Grain Co., grain merchants and exporters.  
Parker Corn Co., corn, oats, kafir, millo.\*  
Roehen Grain Co., E. E., consignments.\*  
Root Grain Co., consignments and futures.\*  
Scular-Bishop Grain Co., consignments.\*  
Simonds-Shields-Lonsdale Gr. Co., revrs.-expts.\*  
Terminal Elevators, receivers, shippers.\*  
Twiddle-Wright Grain Co., consignments-futures.\*  
Thresher Fuller Grain Co., grain commission.\*  
Vanderslice-Lynds Co., commission merchants.\*  
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H. K. Cochran Co., receivers and shippers.\*  
Cunningham Commission Co., gr. corn products.\*  
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E. L. Farmer Co., brokers, hay, grain, mill feeds.  
Munn-Burrow Brokerage Co., grain, hay millfeed.\*  
George Niemeyer Grain Company.\*  
J. P. Weimann Mfg. Co., wholesale gr. and feeds.

### LIMA, O.

Riddle & Co., T. P., hay and grain.

### LOUISVILLE, KY.

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Bingham-Hewett Gr. Co., revtrs-shprs. grain.\*  
Callahan & Sons, receivers and shippers of grain.\*  
Edinger & Co., grain, hay, flour.  
Fruechtenicht, Henry, hay, grain, mill products.\*

### LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.\*

### MEMPHIS, TENN.

Merchants Exchange Members.

Browne, Walter M., broker, com. merchant.\*  
Buxton, E. E., broker and commission merchant.\*  
Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., consignments.\*  
U. S. Feed Co., grain, hay, millfeed.  
Webb & Maury, brokers and com. merchants.\*

### MERCER, MO.

Alley Grain Co., oats, corn, wheat, seeds.\*

### MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.\*

### MILWAUKEE, WIS.

Chamber of Commerce Members.

Donahue Stratton Co., grain merchants.\*  
Hensley & Owen, grain commission.\*  
Kamm Company, P. C., barley and rye.\*  
Rankin, M. G., & Co., grain and feed.  
Rialto Elvtr. Co., grain receivers & shippers.\*  
Taylor & Bournique Co., shprs. corn, oats, barley.\*

### MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Benson, Stabeck Co., grain com.\*  
Carter, Sammis & Co., grain commission.  
Cereal Grading Co., grain merchants.\*  
Dalrymple Co., William, gr. com.\*  
Davies & Co., F. M., grain commission.\*  
Getchell-Tanton Co., grain commission.\*  
Godfrey-Blanchard Co., grain revtrs-shprs.\*  
Gould Grain Co., receivers & shippers.\*  
Hankinson & Co., H. L., grain commission.  
Lewis & Co., Chas. E., consignments.\*  
Marfield Grain Co., grain commission.\*  
McCaull Dinsmore Co., consignments solicited.\*  
Randall, Gee & Mitchell, grain com.  
Scroggins McLean Co., corn and oats.\*  
Van Dusen-Harrington Co., grain merchants.\*  
Woodward Newhouse Co., grain merchants.\*  
Zimmerman, Otto A., barley & oats my spec'lty.\*



# The GRAIN DEALERS JOURNAL.

[Incorporated]

Vol. XLI. No. 7.

Chicago, Ill., U. S. A., October 10, 1918

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## Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

### NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

### NEW ORLEANS, LA.

Steele Co., The J. H. W., gr. frt. brok. & forwdrs.\*

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Jones & Co., M. B., buyers—quote us.\*  
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Morey, L. A., grain.  
Therrien, A. F., broker.

### OKLAHOMA CITY, OKLA.

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Conyers Grain Co., grain merchants.\*  
Dustin Grain Co., grain, feed, seeds.\*  
Langenberg Bros. Gr. Co., grain merchants.  
Oklahoma Export Co., grain commission.\*  
Okla. City M. & E. Co., grain mer., mlrs.\*  
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Stowers Grain Co., W. B., com. merchants.

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Grain Exchange Members.

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Dawson Grain Co., grain commission.\*  
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Kern Co., brokers & commission merchants.\*  
Merriam Commission Co., consignments.\*  
Miller Wilson Grain Co., consignments.\*  
Omaha Elevator Co., receivers, shippers.\*  
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Trans-Mississippi Grain Co., recvrs. & shprs.\*  
United Grain Co., grain commission.  
Updike Grain Co., consignments.\*

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Buckley & Co., grain and seeds.\*  
Cole Grain Co., Geo. W., grain com. mchts.\*  
Conover Grain Co., E. B., grain commission.\*  
Consumers Grain Co., grain receivers.\*  
Dewey & Sons, W. W., grain commission.\*  
Feltman Grain Co., C. H., grain commission.\*  
Grier & Co., T. A., grain commission.\*  
Harwood-Young Co., grain commission.

\*Members Grain Dealers National Association.

### PEORIA (Continued).

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McFadden & Co., G. C., consignments.  
McCreery & Son, J. A., wheat, corn, oats.\*  
Miles, P. B. & C. C., grain commission.\*  
Mueller Grain Co., receivers and shippers.\*  
Rumsey, Moore & Co., grain receivers.\*  
Warren Com. Co., consignments.\*

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Commercial Exchange Members.

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Dunwoody Co., Etl., flour, grain, feed.\*  
Lemont & Son, E. K., hay, grain, millfeed.  
Miller & Sons, L. F., grain, seeds, hay.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Richardson, Geo. M., grain and feeds.\*  
Rogers & Co., E. L., hay, straw, grain, feed.\*  
Scattergood & Co., S. F., corn-oats.  
Taylor & Bournique Co., shippers corn-oats.\*  
Young & Co., S. H., wheat, corn, oats.

### PINE BLUFF, ARK.

Riley Feed Mfg. Co., mfrs., alfalfa, molasses & chicken feeds; jobbers mill feeds & cereals.

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Geldel & Leubin, grain and hay.  
Heck & Co., W. F., grain, hay, millfeed.\*  
Herb Bros. & Martin, grain and hay.  
McCague, R. S., grain, hay.  
Walton Co., Samuel, grain and hay.\*

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Balbach, Paul A., grain buyer, all markets.

### PUEBLO, COLO.

McClelland Mc'I I. & R. Co., grain, hay & feed.\*

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Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.

### SAGINAW, MICH.

Smith-Connor H. & Gr. Co., hay and grain.

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Marshall Hall Grain Co., consignments solicited.\*  
Mid-West Grain Co., pure soft wheat.\*  
Sloan Simmons Grain Co., consignments.\*

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Brockman & Co., Arthur, grain commission.  
Bryant, Tilghman A., grain broker-consignments.  
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Dreyer Com. Co., fdg. stuffs, grain, seeds.\*  
Elmore Schultz Gr. Co., recvrs. & shprs. grain.\*  
Goffe & Carkner Co., grain commission.\*  
Graham & Martin Grain Co., grain commission.\*  
Klosterman-Patton Gr. Co., grain receivers.  
Marshall Hall Grain Co., grain com.\*  
Mason Hawpe Grain Co., grain merchants.  
Hunter Grain Co., grain merchants.  
Langenberg Bros. Grain Co., grain commission.\*  
Morton & Co., grain commission.\*  
Nanson Commission Co., grain commission.\*  
Picker & Beardsley Com. Co., grain & grass seed.\*  
Teasdale Com. Co., J. H., recvrs. & shippers.\*  
Toberman, Mackey & Co., grain, hay, seeds.\*  
Turner Grain Co., grain commission.

### SIKESTON, MO.

Scott County Mlg. Co., want corn, rye & barley.

### SIoux CITY, IOWA.

Board of Trade Members.

Bailey, Walter H., Grain Merchants.\*  
King Elevator Co., receivers & shippers.  
McCaull Dinsmore Co., all kinds of grain.  
Slaughter, Burke Grain Co., receivers & shprs.

### TERRE HAUTE, IND.

Kuhn & Co., Paul, receivers and shippers.\*

### TOLEDO, OHIO.

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De Vore & Co., H. W., grain and seeds.\*  
King & Co., C. A., grain and seeds.\*  
Southworth & Co., grain and seeds.\*  
Wickenhiser & Co., John, grain recvrs., shippers.  
Young Grain Co., The, grain receivers & shippers.\*  
Zahn & Co., J. F., grain, seeds.\*

### WICHITA, KANS.

Board of Trade Members.

Beyer Grain Co., consignments & mill orders.  
Bruce Bros. Grain Co., Consignments.  
Wichita Terminal Elev. Co., wheat, corn, oats.

### WICHITA FALLS, TEX.

Priddy Grain Co., dom. & export grain.\*

### WINCHESTER, IND.

Goodrich Bros. Hay & Grain Co., whlrs. gr. & sds.\*

*HAVING YOUR name in this Directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.*

\*Members Grain Dealers National Association.

Grain and Hay  
Exchange Members

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Grain and Hay  
Exchange Members

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CLEVELAND, OHIO

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CLEVELAND, OHIO

Receiver and Shipper of  
Corn, Oats, Millfeed

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They contain many stories of interest.  
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Members**CORN****Halliday Elevator Company**  
**GRAIN DEALERS**  
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**Wholesale Grain**  
**Cairo, Illinois**Members of St. Louis Merchants' Exchange, The  
Cairo Board of Trade, The Grain Dealers' National  
Ass'n, Illinois Grain Dealers' Ass'n.Every time you mention the  
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help to make it bigger and better.**PINK & COMPANY**Flour, Hay, Grain—Feedstuff—Public  
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INCORPORATED

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CAIRO, ILLINOIS

Produce Exchange  
Members**NEW YORK**Produce Exchange  
Members**Brainard Commission Co.**

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Grain and Mill Feed; Oats a Specialty

Consignments Solicited

342 Produce Exchange NEW YORK CITY

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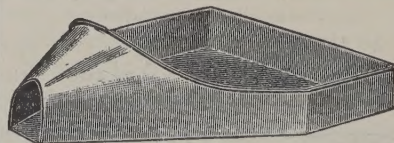
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

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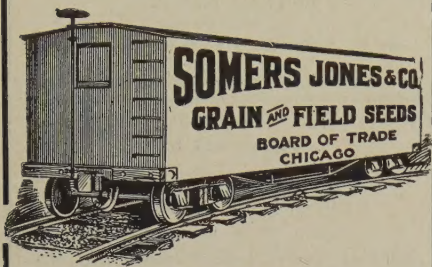
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**Barley, Buckwheat and Hungarian Grass Seed**—Seven tables, reducing any weight, 20,000 to 97,000 lbs. to bushels of 48 lbs.

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315 So. La Salle Street CHICAGO, ILL.

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1600 RAILWAY EXCHANGE  
GRAIN DEPARTMENT

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*Want an Elevator?*  
Then consult the "Elevators  
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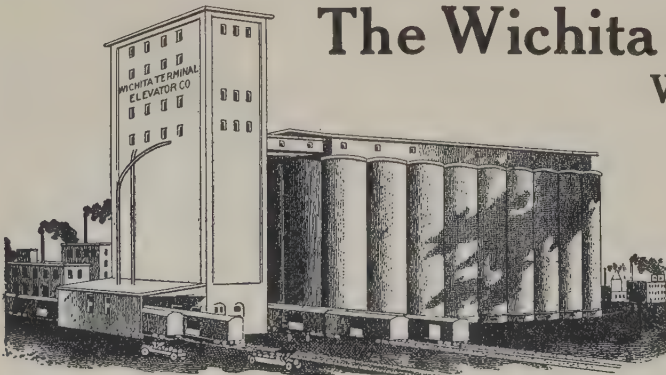
## Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its 204 pages of linen ledger paper, size, 8 1/4 x 13 3/4 inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners. Order Form 43.

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## The Wichita Terminal Elevator Co.

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Kansas Hard Milling Wheat a Specialty

We are in the Market for

## CORN and OATS

in large quantities.

PUBLIC STORAGE WEIGHTS at This Elevator



## An Important Link in the Line of Communication

UNTOLD millions of bushels of golden grain annually pass over hundreds of miles of Goodrich Grain Elevator Belts in the Nation's giant granaries.

Carrying a material of about the same average in weight as coal, and traveling at a speed from 600 to 1,000 feet per minute for a span of time ranging up to thirty years, it is plain that there can be no haphazard construction.

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**THE B.F. GOODRICH RUBBER COMPANY**

The City of Goodrich—AKRON, OHIO

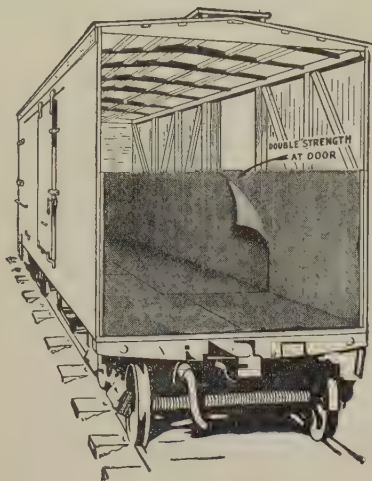


# GOODRICH

## GRAIN ELEVATOR BELTS



# Kennedy Car Liners



The evidence as to grain leaks shown in a recent issue of the Journal warrants the immediate attention of Shippers if a tremendous loss is to be avoided. All cereals are too valuable these days to allow waste in any form, and with the railroads standing well within so-called rights, claims for loss in transit will not be so readily adjusted.

The only way you can make certain of protecting yourself is to prepare the cars in such a manner that when they arrive in "apparent good order," all the grain will be in the car. This you can do by using Kennedy Car Liners in cooping each car you load. They keep the grain in the car.

**Kennedy Car Liner & Bag Co.**

Shelbyville, Ind.

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Our advertisements in the leading Farm Magazines are now being read by millions of farmers from coast to coast.

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Our advertising will make Ankorite Post sales for you. Get the exclusive sale rights on this farm necessity now. Easy to sell — convenient to handle. Get our proposition — write now!

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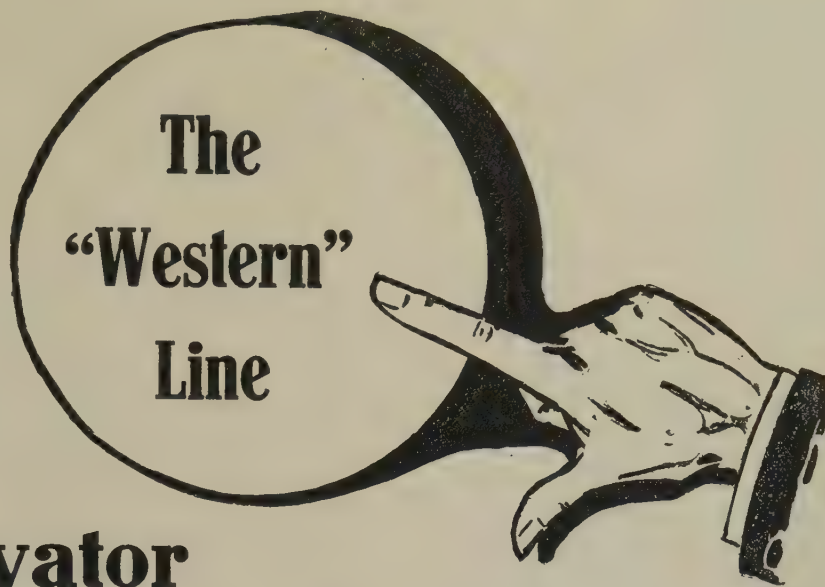
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The "Western Line" comprises everything needed to make an Elevator efficient and successful. We manufacture all necessary equipment, and anticipate fully the requirements of the trade. If your plant is fitted with "Western" machinery there is little fear of difficulty, but whenever things go wrong this is the house to supply you. We employ a large force of expert engineers and have spent a lifetime studying the needs of Elevator requirements. All our facilities are at your disposal. This is only a suggestion of the lines we carry:

*Cleaners*  
*Shellers*  
*Samplers*  
*Testers*  
*Shovels*  
*Clutches*  
*Distributors*

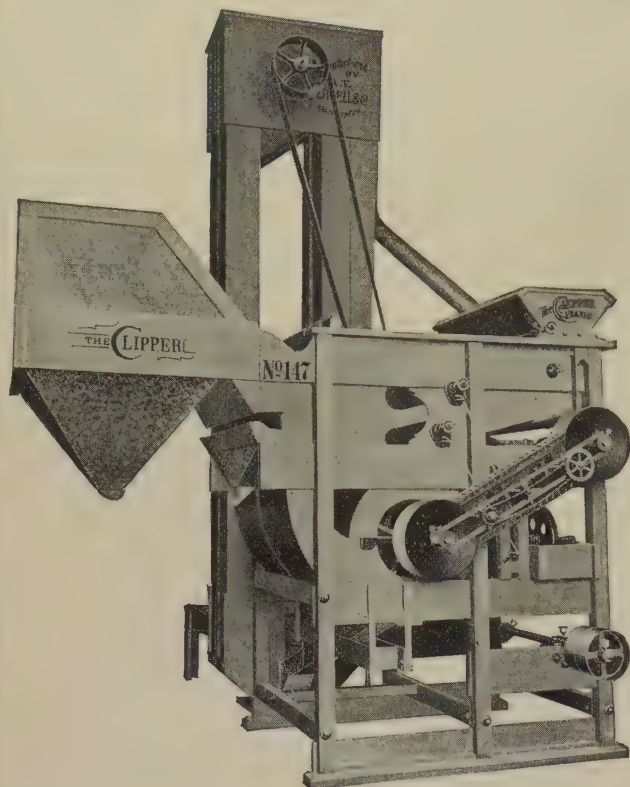


*Belting*  
*Pulleys*  
*Scales*  
*Buckets*  
*Bearings*  
*Shafting*  
*Conveyors*

Forty years of continuous service and satisfaction has given the "Western" line a reputation for reliability and performance that to us is as good as a copyright. Whenever equipment is wanted in a hurry we are at our best, and if you've the slightest idea of remodeling or repairing, get in touch with us at once. You should have a copy of our Catalogue for quick reference, and always think "Western" first in case of emergency.

**The Union Iron Works**  
**Decatur, Ill.**





## No. 147 "Clipper" Cleaning Elevating and Sacking Outfit

This machine is equipped with our Traveling Screen Brushes which positively keep the screen perforations from clogging. It has settling chamber and dust sack for taking care of dust, light chaff, shrunken grain, etc. It has a double set of elevator heads, boots and legs. One set of elevators receives the Seed or Grain, elevates and discharges it into the feed hopper of the Cleaner. The other set elevates and sacks the cleaned seed or grain.

The Air Blast from the fan is absolutely controlled by the Variable Air Regulator with which we equip each of these machines. This enables us to make the most perfect air separations. In addition we give you the best selection of screens from the largest variety of perforated zinc and woven wire screens to be found anywhere.

*Catalog and price list showing our full line on request.*

**A. T. FERRELL & CO.**

**- Saginaw, W. S., Mich.**

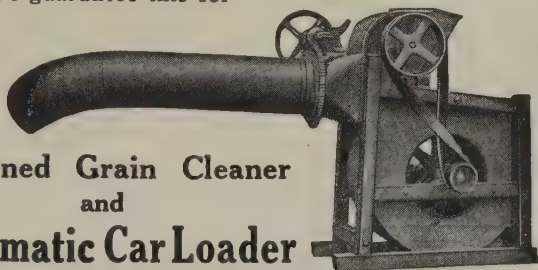
## CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The

**Combined Grain Cleaner  
and**

**Pneumatic Car Loader**



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

*Write for list and circulars*

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**DO AS MANY OTHERS ARE DOING**

Overcoming Their Serious Troubles by Using Our 50 Gallon

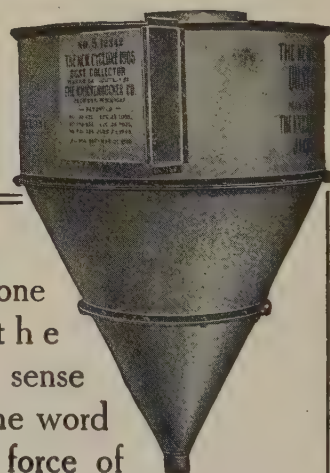
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Including Buckets and Calcium Chloride

For Further Particulars and Prices Write Home Office

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A cyclone in the true sense of the word has force of air without any back draft.

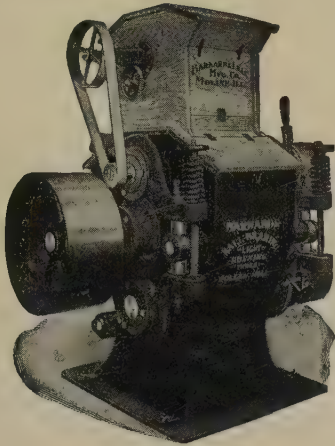
## The New "1905" Cyclone Dust Collector

By improved construction, three-fourths of the back draft is eliminated and better work is done on less power. Send for prices and particulars.

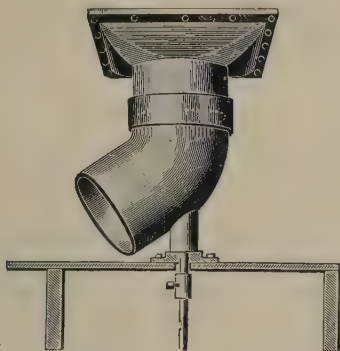
**The Knickerbocker Co.  
Jackson, Mich.**



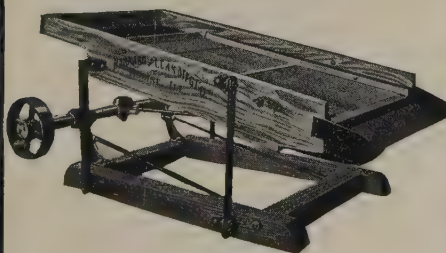
# EVERYTHING FOR HANDLING GRAIN



Feed Grinders  
Barley Rolls  
Screening Mills



Turn Heads  
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Pulleys and Hangers  
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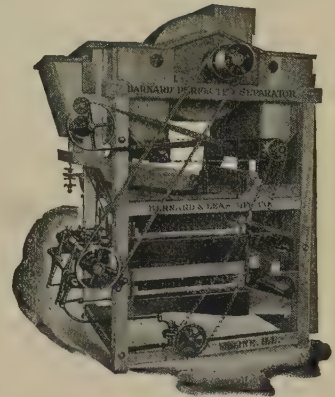
Grain and Feed Screens

*This company manufactures complete equipments for grain elevators and flour mills, including power transmission machinery.*

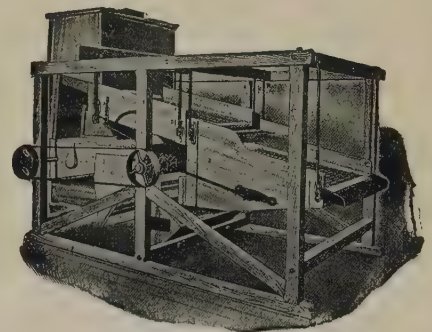
*Every department of the business is in charge of specialists, and nothing in any sense inferior ever gets past the watchers on guard.*

*Our machines of each kind are the best of their kind. Send for special bulletins illustrating the Barnard Line in detail.*

*We feature everything for handling grain and pride ourselves on the facility with which orders are filled.*



Grain Cleaners  
Oat Clippers  
Grain Shovels



Corn Cleaners  
Dust Collectors  
Wagon Dumps  
Dump Scales  
Automatic Scales



Pitless Shellers and Other Kinds

## Barnard & Leas Mfg. Co.

INCORPORATED

Established 1860

MOLINE, ILL.



## GRAIN STANDARDS' ACT

U. S. Department of Agriculture equips its Grain Laboratories with Torsion Balances.



5055

Style No. 5055 Corn Addity Determination and Fine Weighings.



Style No. 4000 Used in Moisture Test.

We illustrate above in our Corn and Seed Testing Pamphlet. Copies free upon request.

WE SELL ANALYTICAL BALANCES

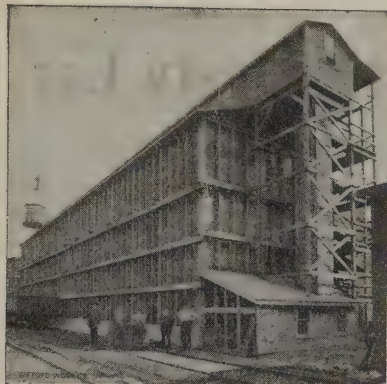
### The Torsion Balance Co.

Pacific Coast Branch:  
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## Big Business is Just Ahead of You—



Unusual Demand for Coal Handling Machinery  
A Good Business Barometer

Are your facilities adequate for handling your present tonnage—and *More Business* too?

Let us show you a way to reduce your Handling Cost, increase daily deliveries and better your service.

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**Wagon**  
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Solves the  
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**GIFFORD-WOOD CO.**

Chicago Office: 565 W. Washington Street  
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There is no better source of profit for an elevator than a feed department that is properly conducted. The extent of the profit depends, first, on the feed mill which must be able to turn out good quality grinding at the lowest possible cost; second, the persuasive powers of the elevator man to interest his patrons in his product.

If you are backed up by a good feed mill your persuasive powers will not be lacking.

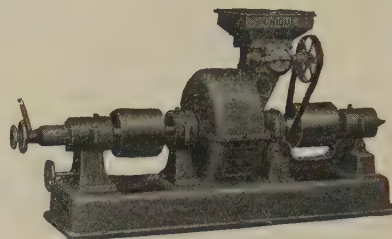
You know what feed mill to install? Write and ask us.

**J. B. EHRSAM & SONS MFG. CO.**

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**RANDOLPH GRAIN DRIERS**  
STEAM OR DIRECT HEAT CONTINUOUS FLOW MADE IN ALL SIZES  
**O.W. RANDOLPH CO. TOLEDO, O. U.S.A.**

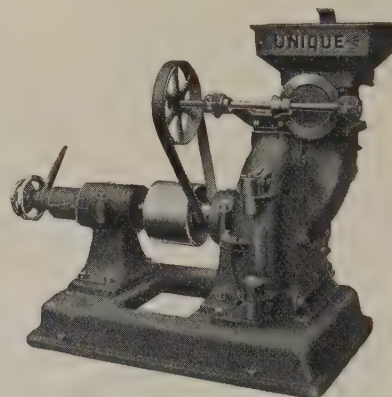
## Feed Grinding is Profitable



Farmers are using more and more ground feed as they come to know better the great advantage it has over whole grains, and they turn naturally to the grain dealer as the one who is in the best position to supply their wants. Are you prepared to take care of this business, and to get the profits that result from it?

You can be if you will install a **UNIQUE** Feed Grinder in your elevator.

Write **TODAY** for No. 7 Catalog.



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**Muncy, Pa.**

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BUY MORE

**LIBERTY BONDS**





# Why Are So Many Elevators Changing To The Boss Air Blast Car Loader?

"If that Boss Air Blast Loader did not save any labor (and it certainly does) I would not be without it. Not long ago I shipped three cars of oats to St. Louis and held my breath, expecting to get 'No Grade.' I GOT NO. 3. I want to say that that loader has paid for itself a dozen times this season."—Mr. Crowe, Crowe & Company, Blue Mound, Ill. Aug. 5, 1916.

"I consider that your Boss Air Blast Car Loader has paid for itself over and over again, in better grades alone, not to mention that every car is loaded to full capacity without scooping. We have loaded all kinds of grain—even wet oats, and have never yet had to get into the car to scoop the grain. It reduces moisture content in wet seasons and for that reason many times increases the grade of the grain. It cannot mill or crack the grain."—F. C. Hollis, Manager Hasenwinkle Grain Co., Heyworth, Ill. Aug. 9, 1915.

"It certainly betters the grades—especially in a wet season. My Duvel moisture tester shows this. And every car is loaded to full capacity without putting a man in the car. It blows out lots of dust, too, and doesn't deposit any light, chaffy grain at the door as do gravity loading systems. It doesn't crack the grain."—John Melvin, Agt. Mt. Pulaski Grain Co., Cornland, Ill. Sept. 21, 1915.

"I am satisfied that the blast of air conditions the grain—especially in a wet season, and we load all kinds of grain under all conditions without putting a man in the car to scoop. It does not leave light, chaffy grain at the door, but distributes the grain evenly in the car."—O. N. East, Milmine, Ill. Sept. 14, 1915.

"The Boss Air Blast Car Loader is doing the work perfectly."—J. L. Baum, Storms, Ohio. May 20, 1916.

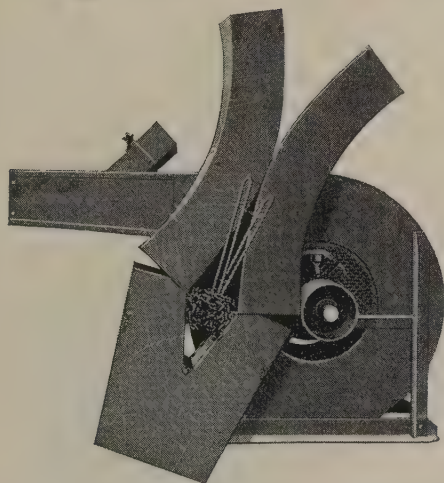
"Your Air Blast Loader we installed certainly does the work and does it perfectly. No need to get into the dusty car to scoop the grain."—Glascocock Grain Co., Yeddo, Ind.

"We are very highly pleased."—Versailles Grain Co., Versailles, Ohio. June 26, 1916.

"We consider that we have the best loading system in the Boss Air Blast Car Loader that can be had. Many elevator men have been in to see it work."—Ochs Grain Co., Hoisington, Kas. March 4, 1916.

"The Boss Air Blast Car Loader is a dandy. We think we paid for it on better grades in the FIRST car we shipped out after installing. It beats our gravity spout at another station to a frazzle."—Kenney Elevator Company, Kenney, Ill. May 28, 1918.

## No Need to Scoop Grain in a Dirty, Dusty Car



This is the Boss Air Blast Car Loader—the loader that will load every car to full capacity without putting a man in the car to scoop grain. CANNOT INJURE THE TENDEREST GRAIN, as it does not pass through fan.

This is the loader that improves grades for Mr. Crowe, Mr. East, Mr. Hollis, and every other user. This is the loader that every user bought on our liberal 30-day trial offer. It had to make good. It did make good. They soon pay for themselves in labor saved, not to mention better grades.

Nothing to do but put on the spout—start the loader. Both ends of car loaded at the same time. A VALVE in the spout breech (not shown) enables the user to control the flow of grain through the spout arms, thereby assuring that both ends will be loaded evenly. One-way spout furnished if desired.

"Ashland, Ill. Please quote us on your Style P4 Boss Air Blast Car Loader. We have already bought four of these loaders for different elevators and consider them the finest thing for the purpose on the market today. At Bates, Ill., we loaded a car of oats in 45 minutes."—Central Illinois Grain Co. Sept. 20, 1918.

## Thirty Days' Free Trial

We will ship our Loaders anywhere on thirty days' trial. Follow our instructions carefully—install it properly and operate it properly, then—if it doesn't do the work satisfactorily, if it isn't miles ahead of gravity, or your old type car loader—ship it back at our expense and the obligation on your part ceases.

**Maroa Manufacturing Company**  
Maroa, Illinois, U. S. A.—Dept. G

## Fill Out This Coupon And Mail Today

Maroa Manufacturing Co., Maroa, Ill.

Gentlemen:—If I am losing money by my present system of loading grain, I want to know it. Without any obligation on my part, send me your booklet, "Better Profits for YOU," describing your Boss Air Blast Car Loader, and giving names of users. We have a ..... H. P. ...., and use it to operate ..... elevator legs and ..... We now use..... for loading.

Name .....

Address .....



# Prompt Shipments

The test of any business is the way it responds to special emergencies. You can judge this business by the promptness and facility with which we fill orders and make shipments—anticipating the requirements of the trade with complete stocks of elevator machinery. We figured on a record season this year and the orders are coming to warrant it. This is the accredited headquarters for everything in

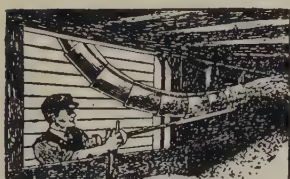
## Grain Elevator Equipment

and we spare no effort to insure quick dispatch from this end. But with railroads congested, and delays in transit more or less unavoidable, customers are reminded in their own interest to order well ahead.

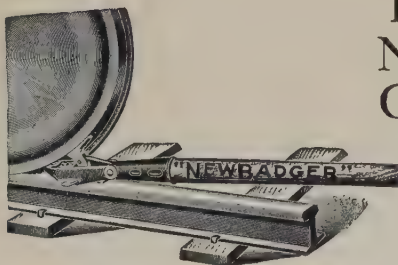
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Salem Buckets



Wood, Iron & Split Steel Pulleys



BELTING

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**American Supply & Machinery Co.**  
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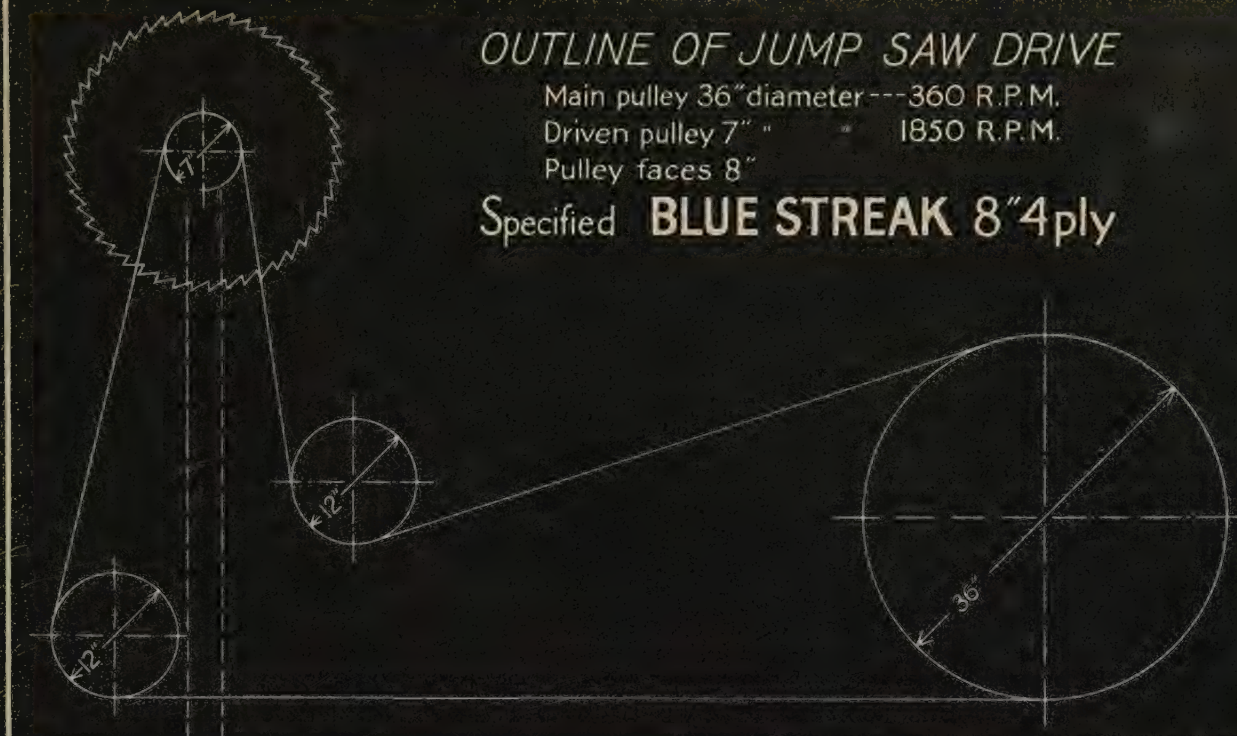
# OUTLINE OF JUMP SAW DRIVE

Main pulley 36" diameter --- 360 R.P.M.

Driven pulley 7" " 1850 R.P.M.

Pulley faces 8"

Specified **BLUE STREAK 8"4ply**



## Saving \$347.98 on One Drive—Through the G.T.M.

**It was the jump-saw drive.** The Planters Lumber Company of Jeanerette, Louisiana, had tried all kinds of belts on it. But it was a very hard drive and it ate them up at an expensive rate. They grew hopeless after much experiment, continued to buy the expensive belt that gave a maximum of eight months' service, and let it go at that. One day Mr. DeVerges called. He is a G. T. M.—Goodyear Technical Man. They asked him what price he could quote on belting for the jump-saw drive. He said he didn't sell belts as a grocer sells sugar.

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**Much of this saving** is due to the G. T. M.'s service, to his careful analysis of conditions and accurate prescription of the right construction to meet them. He has since been asked to analyze other drives—has done it—has effected very real savings on them. He and many other G. T. M.'s can do the same for you. All of them have been trained in the Goodyear Technical School, all have had exacting experience in plants similar to yours. The G. T. M. service is free—for the economies it effects for purchasers are an unfailing assurance of continuously increasing business for us. Write today to make arrangements for a G. T. M. to analyze your worst belt-devourer. He will call on his next trip through your vicinity.

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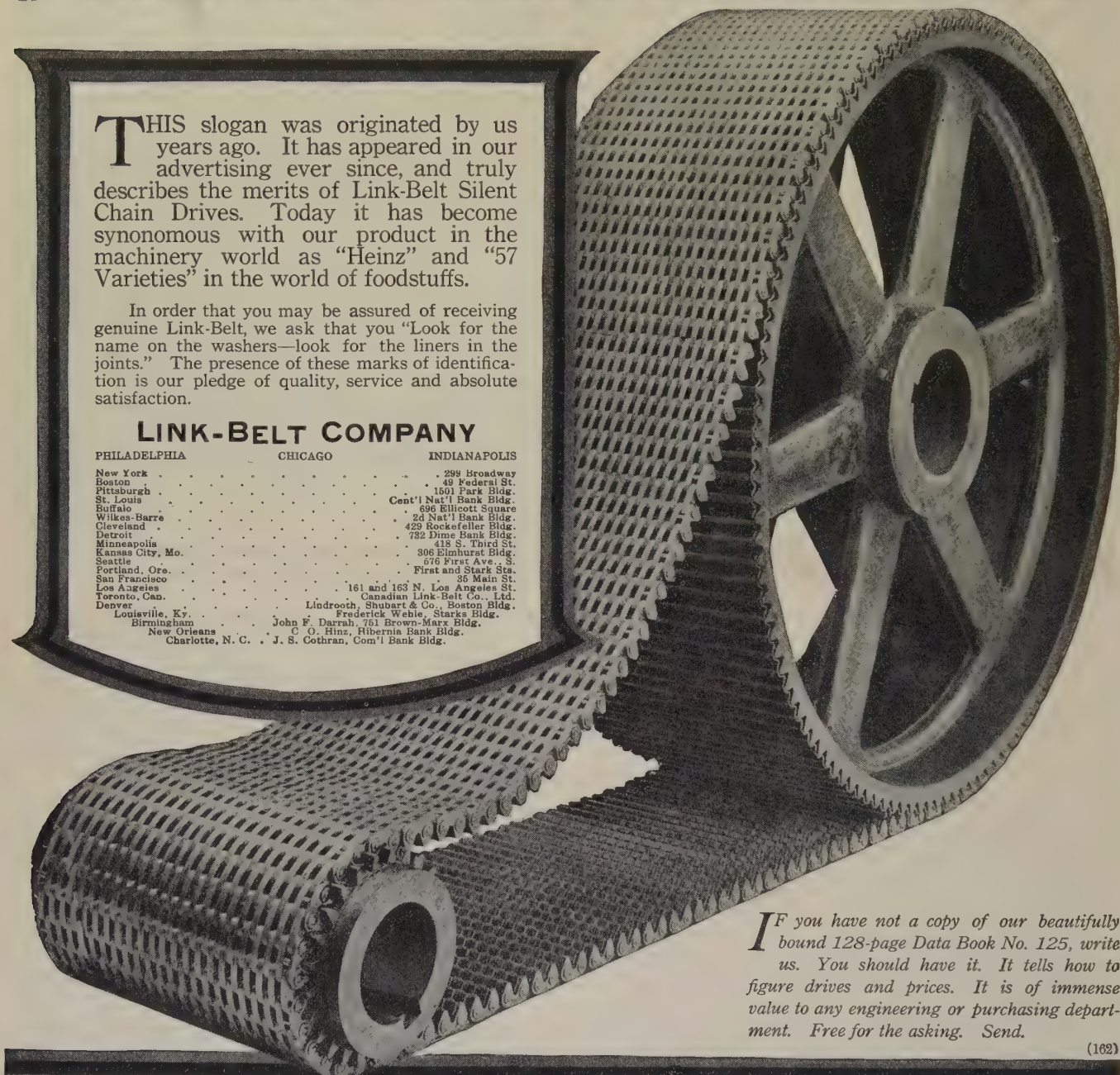
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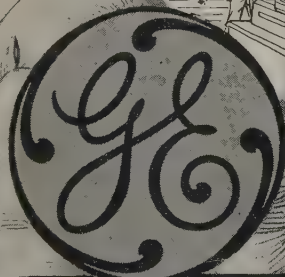
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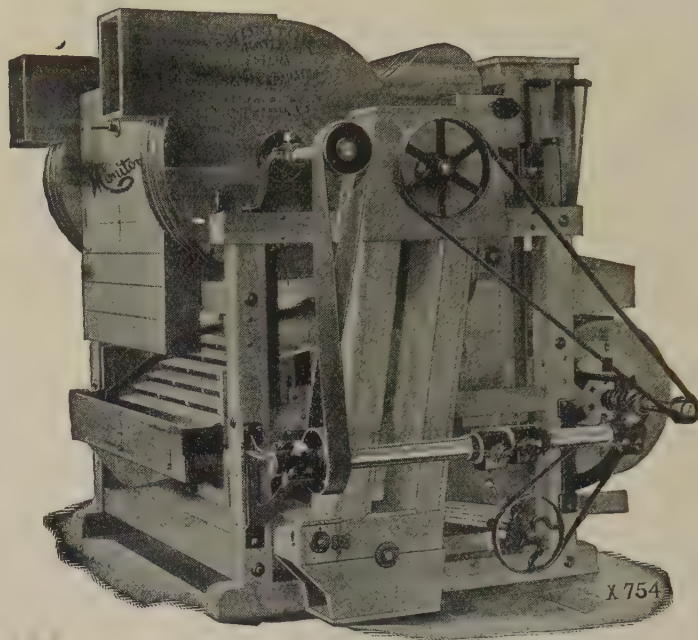


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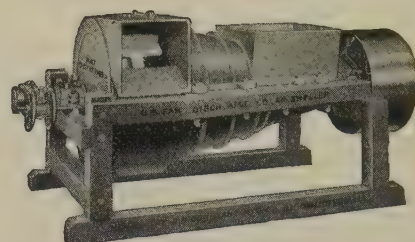
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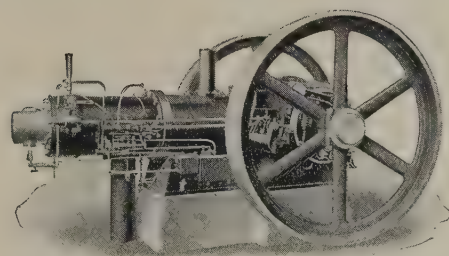
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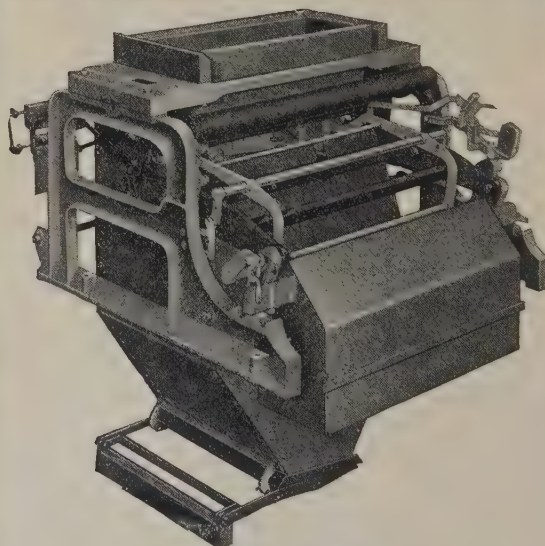
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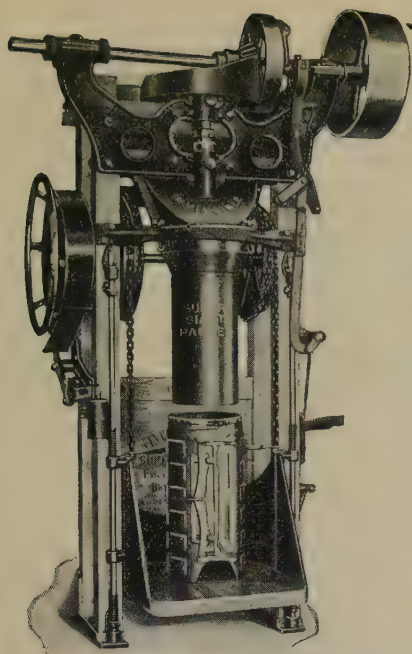
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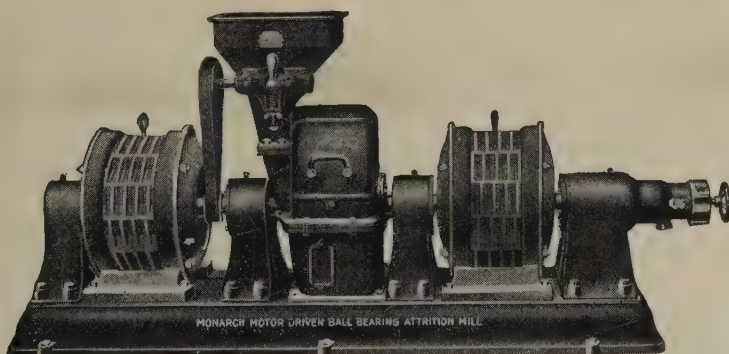
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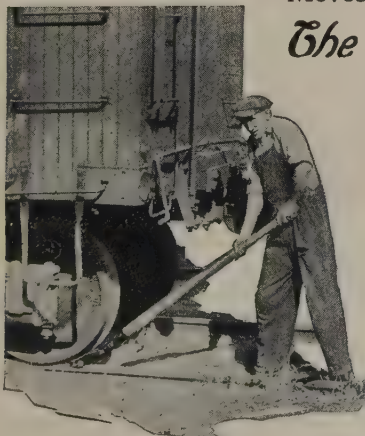
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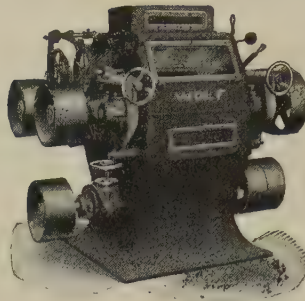


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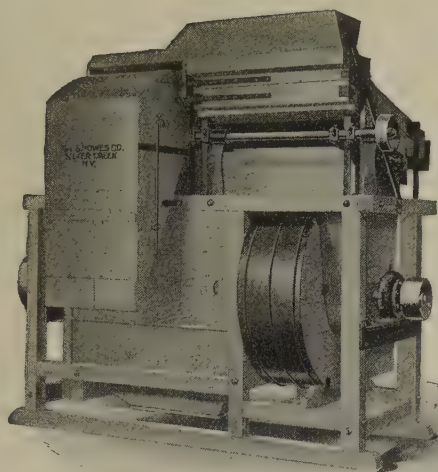
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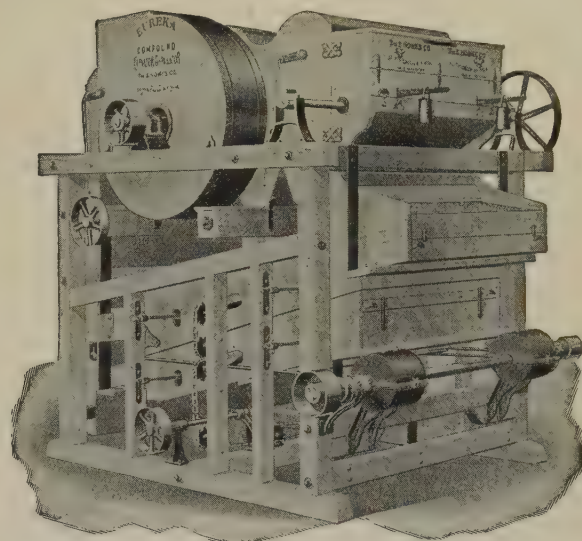




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With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{8}$  inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer." Order Form 19GT. Price \$1.00.

**GRAIN DEALERS JOURNAL**

305 So. La Salle St.

Chicago, Ill.



## GRAIN ELEVATOR BUILDERS

### DON'T DELAY BUILDING!

We give you QUICK ACTION

Builders of

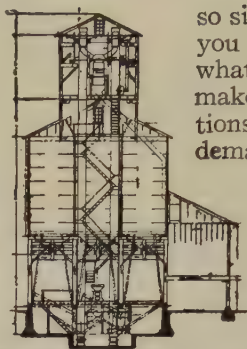
Grain Elevators, Alfalfa Plants  
and Coal Pockets

WOOD or FIREPROOF CONSTRUCTION

**Younglove Construction Company**

412 United Bank Building SIOUX CITY, IOWA

### NOT A CHINESE PUZZLE, BUT READABLE PLANS and ESTIMATES



so simple and self-explanatory that you can readily see at a glance just what you are getting, and you can make those changes which conditions in your own grain business demand on paper. And after seeing what you want you get, if you give the contract to

**Reliance Construction Co.**

Board of Trade INDIANAPOLIS, IND.

**R. C. STONE ENGINEERING CO.**  
320 MERCHANTS EXCHANGE  
ST. LOUIS, MO.  
DESIGNERS AND BUILDERS OF  
**CONCRETE AND WOOD ELEVATORS**  
CORRESPONDENCE SOLICITED

**BALLINGER & McALLISTER**  
ENGINEERS AND CONTRACTORS  
Grain Elevators Driers Coal Chutes  
Wood or Concrete  
UNITY BLDG., BLOOMINGTON, ILL.

**B. J. CARRICO**  
1501 Commerce St., Ft. Worth, Texas  
Designer and Contractor of  
**CONCRETE and WOOD**  
Elevators and Flour Mills

**BIRCHARD**  
CONSTRUCTION CO.  
CONTRACTORS GRAIN ELEVATORS  
Mills and Warehouses  
Especially Designed for Economy of  
Operation and Maintenance  
1129 J Street LINCOLN, NEB.

**Your Individual Needs**  
are respected when your elevator  
is designed and built by  
**W. H. CRAMER CONSTRUCTION CO.**  
NORTH PLATTE, NEBR.  
Write for Details of Our System

**Decatur Construction Co.**  
ENGINEERS AND BUILDERS  
OF GRAIN ELEVATORS  
510-512 Wait Building  
DECATUR ILLINOIS

**EFFICIENT ERECTING CO.**  
We make plans and build up-to-date  
GRAIN ELEVATORS AND MILLS  
GEO. H. CRAIG  
6803 Parnell Ave., Englewood, Chicago, Ill.

**If you wish to build your elevator**  
right, my eighteen years experience  
is at your command.

**C. E. BIRD & CO.**  
MINNEAPOLIS MINNESOTA

**NEWELL**  
CONSTRUCTION CO.  
CONTRACTORS, DESIGNERS  
AND BUILDERS  
Also Jobbers of  
ELEVATOR AND MILL SUPPLIES  
430-432 Granby Bldg.  
CEDAR RAPIDS - - IOWA

**FIREPROOF GRAIN ELEVATORS**  
DEVERELL, SPENCER & CO.  
Garrett Building BALTIMORE, MARYLAND

### Cifer Codes

We carry the latest editions of the  
following cifer codes in stock and can  
ship immediately:

Universal Grain Code, flexible leather,	\$3.00
Hay and Grain Code, " "	1.00
Riverside Code, 5th Edition " "	3.00
Robinson's Code, " "	2.00
A. B. C. Code, 5th Edition Improved,	10.00
Baltimore Export Cable Code . . .	10.00
Stewart's International Code . . .	.25

GRAIN DEALERS JOURNAL  
315 So. La Salle St., CHICAGO ILL.

**White Star Co.**  
WICHITA, KAN.

**BUILDERS of**  
**Good Elevators**

WRITE US ABOUT THE  
PLANT YOU HAVE IN MIND



R. E. Jones Co., Wabasha, Minn.

We have the most complete  
organization in the Northwest  
for the construction of

**GRAIN and COAL**  
**ELEVATORS**

**T. E. Ibberson Company**  
MINNEAPOLIS, MINN.

**R. M. Van Ness Construction Company**  
203 Grain Exchange, Omaha, Neb.  
Designers and Builders of  
**MODERN GRAIN ELEVATORS**  
Plans Submitted Correspondence Solicited

### A PARTNER

**HELP or a POSITION,**

can be obtained quickly by plac-  
ing an ad. in the "Wanted" col-  
umns of the Grain Dealers Jour-  
nal of Chicago. It is the grain  
trade's accepted medium for  
"wanted" and "for sale" ads.





Pennsylvania Railroad Co.'s Terminal Elevator at Erie, Pa. 1,250,000 storage capacity, with marine leg, 25,000 bu. receiving capacity. All concrete, modern construction, with latest improvements.

Designed and built under the direction of

**Folwell-Ahlskog Co.**

McCormick Bldg. - Chicago, Ill.

Write us for Estimates and Proposals

## Canadian Government Grain Elevator

Port Arthur, Ontario

Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

**Barnett-McQueen Co., Limited**

OFFICES { FORT WILLIAM, ONT.  
DULUTH, MINN.  
MINNEAPOLIS, MINN.



## THE MOST MODERN ELEVATOR IN THE WORLD

Now in course of construction at Canton, Baltimore, Md., for the Pennsylvania Railroad.

**JAMES STEWART & CO., Inc.**

Capacity  
5,000,000 Bushels

Designers and Builders  
GRAIN ELEVATORS

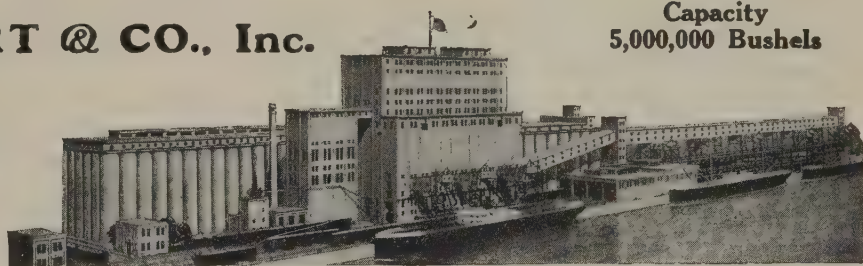
IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT.

15th Floor, Westminster Bldg.

CHICAGO

W. R. SINKS, Manager



**Burrell Built Elevators**  
are Better—  
the kind you need

**Burrell Eng. & Cons. Co.**

Chicago  
Portland, Ore. Oklahoma City

**W. C. BAILEY**  
Contracts and Builds  
Modern Grain Elevators

We can furnish and install equipment in old or new elevators, guaranteeing greater capacity with less power, and positive Non-Chokable working leg. Let us show you.

433 Range Bldg., OMAHA, NEBR.

**A. F. ROBERTS**

**ERECTS** ELEVATORS  
CORN MILLS  
WAREHOUSES

**FURNISHES** PLANS  
ESTIMATES  
MACHINERY

SABETHA, KANSAS

### BUYERS AND SELLERS

of Grain Elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

**HICKOK** Construction Co.  
MINNEAPOLIS  
& SPOKANE **ELEVATORS**

**MACDONALD ENGINEERING CO.**

DESIGNERS AND BUILDERS OF

GRAIN ELEVATORS

MONADNOCK BLDG. CHICAGO, ILL.

**L. J. McMILLIN**  
ENGINEER and CONTRACTOR of  
GRAIN ELEVATORS  
Any Size or Capacity

523 Board of Trade Bldg., Indianapolis, Ind.

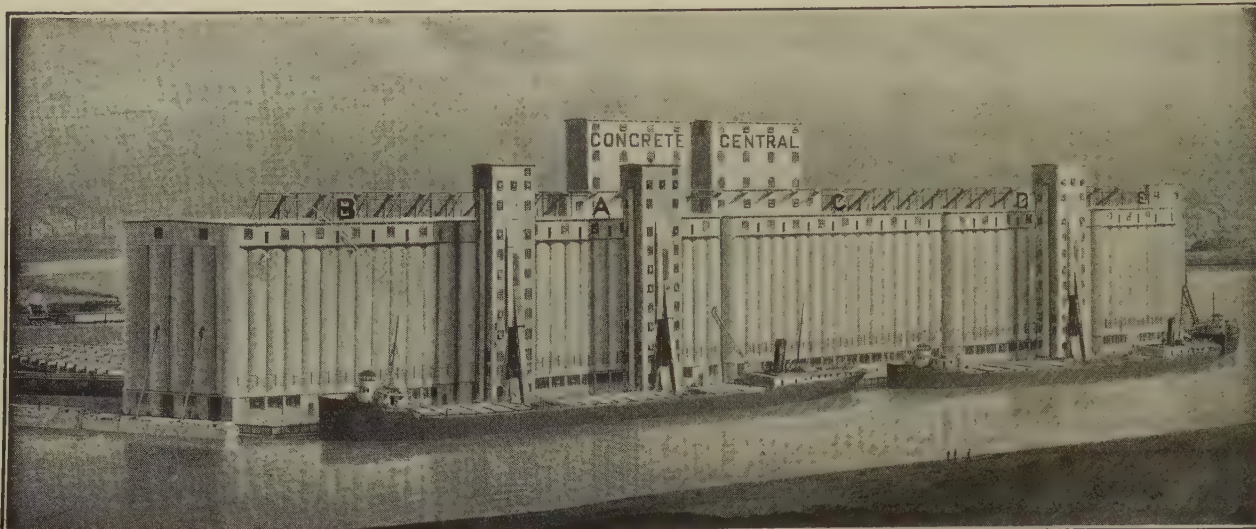
**D. F. HOAG & CO.**

Designers and Constructors of

GRAIN ELEVATORS

Corn Exchange, Minneapolis





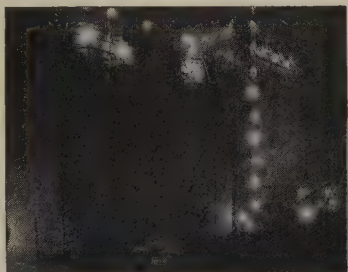
CONCRETE-CENTRAL ELEVATOR—BUFFALO

	ORIGINAL CONTRACT	ADDITIONS
Concrete-Central	Sec. A, 1915	B, 1916. C, D, E, 1917
Shredded Wheat	1911	1913 & 1914
Connecting Terminal	1914	1916
A. J. Wheeler	Monarch Elevator	Wheeler Elevator
Superior	1914	1916
Archer Daniels Linseed Co.	1915	1916
The Record of Satisfactory Work		Its Reward

## MONARCH ENGINEERING COMPANY

Chamber of Commerce

BUFFALO, N. Y.

September 26  
1917September 12  
1917

THESE photographs show night construction work on a large reinforced concrete work house and grain storage tanks which will form a part of a complete plant now under construction by the Canadian Leonard Construction Co., Limited, for the Quaker Oats Company, at Peterboro, Ontario, Canada, for the manufacture of a full line of their products.

The workhouse contains fifty-one bins in addition to the legs for unloading, transferring and blending. The total grain storage of the entire plant will be about two million bushels.

### LEONARD CONSTRUCTION CO.

WHITEHALL BUILDING  
NEW YORKMcCORMICK BUILDING  
CHICAGO

## HOLLOW TILE ELEVATORS

Special design and construction. Built of Great Western "Flint Tile"—fireproof, no up-keep, indestructible. Guaranteed.

### COST LESS THAN WOOD OR CEMENT

Get our estimate and low prices before you build.

Plans and Estimates Furnished Free.

### Western Tile Company

220 Wilkinson Building  
12 and Farnum

OMAHA, NEB.

## COAL SALES BOOK

FOR RETAIL COAL DEALERS

It facilitates bookkeeping, and reduces the chance for error. Practically three books in one: 1. Original entry of all sales made. 2. Original entry of the scale weights. 3. Journal from which the posting is done.

It contains spaces for 6,000 wagon loads. Each page is ruled with column headings, as follows: Date, Ledger, Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

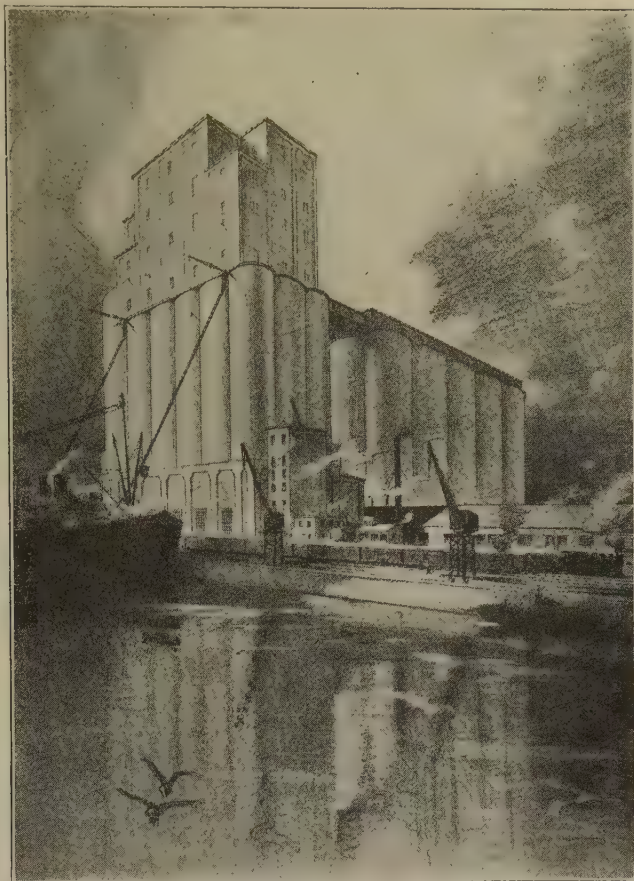
This book is 8½x14 inches and contains 150 numbered pages of superior ledger paper. Well bound with best binder board, covered with cloth, leather back, and round leather corners.

Order Form 44. Price, \$2.00.

### GRAIN DEALERS JOURNAL

La Salle St., Chicago, Ill.





Terminal Elevator, Buenos Aires Elevator Co.

The first modern, rapid handling grain elevator in SOUTH AMERICA.

Ultimate capacity, 2,000,000 bushels — for the BUENOS AIRES ELEVATOR CO., Buenos Aires, Argentina.

John S. Metcalf Co., Limited, Designing and Supervising Engineers.

## John S. Metcalf Co., Ltd.

*Grain Elevator Engineers*

54 St. Francois Xavier Street  
MONTREAL, CANADA

108 South La Salle Street  
CHICAGO, ILL., U. S. A.

395 Collins Street  
MELBOURNE, AUSTRALIA

36 Southampton Street Strand  
LONDON, W. C., ENGLAND

## FEGLES-BELLOWS ENGINEERING CO.

LIMITED

### ENGINEERS—CONTRACTORS

GRAIN EXCHANGE,  
FORT WILLIAM, ONT.

UNION BANK BLDG.  
WINNIPEG, MAN.

### THIS IS WHAT WE DID IN 1917

500,000 Bu. Fireproof Elevator, C. G. Ry., St. John, N. B.  
175,000 Bu. Fireproof Elevator, Western Terminal, Ft. William  
500,000 Bu. Fireproof Elevator, N. M. Patterson Co., Ft. William  
1,000,000 Bu. Fireproof Elevator, C. G. Ry., Transcona, Man.  
Fireproof Treating Plant, Anchor Elevator, Winnipeg, Man.  
Complete Fireproof Plant—Mill, Warehouse and Elevator—for  
the Echo Flour Mills Co., Gladstone, Man.



Canadian Government Railways Elevator, Transcona, Man.

WE HAVE AN ENVIABLE RECORD FOR SERVICE



## The 1,250,000 Bushel C. & N. W. Elevator

at

Council Bluffs, Iowa

is the latest acknowledgment of our capabilities as Grain Elevator Engineers and Constructors.

**WITHERSPOON-ENGLAR CO.**  
1250 Monadnock Bldg., CHICAGO, ILL.

Builders of Modern, Fireproof  
MILLS AND ELEVATORS



Prevent  
**CLAIM LOSSES**  
with  
**TYDEN**  
**CAR SEALS**

Bearing shipper's name  
and consecutive num-  
bers.

**6000 SHIPPERS**  
Are now using them.  
Write for samples  
and prices.

**INTERNATIONAL SEAL & LOCK CO.**  
Chas. J. Webb, Vice-President  
617 Railway Exchange Bldg. CHICAGO, ILL.



**Cover's Dust Protector**

Rubber Protector, \$2.00

Sent postpaid on receipt of  
price; or on trial to responsible  
parties. Has automatic valve and  
fine sponge.

**H. S. COVER**  
Box 404 South Bend, Ind.



**FIRST—Get Bulletin 237, or Wire**  
**ZELNICKER IN ST. LOUIS**

Before buying or selling

**CARS, RAILS**

**Steam and Electric Power Plant Equipment**

Machinery—Tanks—etc.

What have you for sale.



**Are You Wasting Money?**

Operating machines and shafts  
that could stand idle at least  
a part of the time. Equip  
your plant with Tester  
Clutches and start saving  
money. Get our Free Booklet.  
Decatur Foundry, Furnace & Machine  
Co., Dept. D, DECATUR, INDIANA

## Only One Way

to keep your business mes-  
sages private and that is  
by using a grain code.

In selecting a code, you  
should avoid buying one so  
large you can't find what you  
want, or so small it don't cov-  
er the business.

## Universal Grain Code

Is just the code you need; a  
small book, 150 pages, contain-  
ing 14,910 words covering your  
line of business and no two  
spelled near enough alike to  
cause an error. Three or four  
of these words will convey a  
long message that you would  
otherwise hesitate to send for  
fear of going into bankruptcy  
and no one would know their  
meaning without the code.

The price is only \$3.00.

Code words for the new  
U. S. wheat and corn grades  
are included.

### GRAIN DEALERS JOURNAL

305 So. La Salle Street, Chicago, Ill.

## The Automatic Dump Controller Eventually?



No, you can't afford to  
say "I'll wait 'till after  
the War." NOW is  
the Time. NOW, if  
ever, AMERICA needs  
elevators that have the  
most modern and up-  
to-date equipment, in  
order to handle the  
vast crops of grain that  
are being raised this  
year.

It is very necessary that  
we save labor in every  
way, and at the same time  
push the work along at a  
good speed.

Make the controller that  
you already have, like new,  
by refilling it with oil.

**It's a Trade-Getter—  
It's a Trade-Keeper.**

**L. J. McMILLIN**

523 Board of Trade Bldg. INDIANAPOLIS, IND.

**For Accurate Moisture Tests  
use our Grain Dealers Air  
Tight Cans for forwarding  
your grain samples.**

**ST. LOUIS PAPER CAN AND TUBE CO.**  
ST. LOUIS, MO.



Style A Sheller



Style B Sheller

## YOU CAN HANG TRIUMPH CORN SHELLERS BELOW THE FLOOR OR STAND THEM ON THE FLOOR

And either way they shell corn thoroughly  
and cost little to run.

Bulletin giving sizes, capacities, and  
power requirements gladly mailed upon  
request.

**THE C.O. BARTLETT & SNOW CO.**  
MAIN OFFICE & WORKS: CLEVELAND OHIO, U.S.A.  
EASTERN OFFICE AT NEW YORK, N. Y.

## Duplicating Grain Contracts

Do not take chances on verbal contracts for  
future delivery of the grain you are now purchas-  
ing. With the present unstable condition of the  
markets, Mr. Farmer is very liable to forget them  
if the market should advance or his crop be a  
failure.

Our Duplicating Grain Contracts will save you  
time, worry and money and should be used on  
every purchase. They certify the Farmer "has  
sold ——— Bushels of ——— at ——— cents per  
bushel, to grade No. ———, to be delivered at  
——— on or before ———." They also certify  
that "If inferior grain is delivered, the market  
difference at which such grain is selling on day  
of delivery shall be deducted.

Put up in books of 100 duplicate sets. Originals  
of bond paper are machine perforated so they may  
be easily torn out, while the manila duplicate re-  
mains firmly bound in the book. Both sheets  
contain a printed form on the back for entering  
all grain delivered on the contract. Check bound  
and supplied with 3 sheets of carbon. Order  
FORM 10DC, Price \$1.00.

Send all orders to

**Grain Dealers Journal**

315 South La Salle St.

CHICAGO, ILL.



# Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

## ELEVATORS FOR SALE.

**30,000 BU. ELEVATOR** for sale, complete with machinery and additional warehouses. Address Coleman State Bank, Coleman, Wis.

**20,000 BU. ELEVATOR**, frame building, for sale. Located at Osage, Iowa, on C. G. W. R. R. Very cheap. Write Buy, Box 3, Grain Dealers Journal, Chicago.

**FOR SALE:** An elevator and coal business in central Iowa. Good proposition. Owner has other business and must sell. Address Central Iowa, Box 7, c-o Grain Dealers Journal, Chicago, Ill.

**DOUBLE YOUR MONEY** within three years by investing NOW in Ohio elevator and coal business. \$16,000 cash—no trade. Address Double, Box 5, % Grain Dealers Journal, Chicago.

**FOR SALE OR LEASE**—8,000-bu. capacity elevator, with good farm implement business. Advancing years and death in the firm makes it advisable to sell. Good grain locality. Good business. For complete information apply to Alex Verdot & Co., Bonnot's Mill, Mo.

**FOR SALE:** In a flourishing, rapidly growing manufacturing Ohio city of 25,000, with 3 rds., a wholesale and retail grain, feed and flour business; on own property and switch; good equipment. Cash sales this year exceed \$250,000. Priced right. Quick action will be needed. Address Rare Opportunity, Box 6, Grain Dealers Journal.

**FOR SALE:** Three story brick bldg. 80x100 equipped with power and trackage on two roads; 100,000-bu. capacity Elevator with track scales; Victor Scourer & Polisher No. 4, steel cut oat machine, ensilage cutter Ohio No. 4, Marsh Boiler feed pump, cast iron steamer, Richmond bolter and dresser, rolled oat aspirator, 6 set sandstone burrs 48" dia., steel smoke stack 9'x125' lined with fire brick, 150-h.p. B&W Boiler and water heater, all in good condition. M. M. Vaughn, Agt., Nebraska City, Neb.

**FOR SALE:** Large flour and feed mill located in good town, on main line railroad and in good milling section. 50 h.p. oil engine, full roller process flour machinery, 2 corn mills and 1 crusher. Railroad siding. Building in splendid condition, on large lot and conveniently located. Good reasons for selling. Price \$12,000. Write for terms, production and other information. F. W. DeLong, Louise, Va.

**ARE YOU** looking for a position in any branch of the grain business? If you are send us your name, address, nationality, languages spoken, experience, salary expected, references, in fact any information that will help an employer to form an idea of your ability to serve him. We will keep this information on file and from time to time place you in touch with elevator owners who seek competent help. This service will be absolutely free, placing you under no obligation whatever. Write today and get in line for a good position. Address—The Want Ad Man, Grain Dealers Journal manager? Let the Want Ad Man get one for you.

## ELEVATORS FOR SALE

**FOR SALE CHEAP**—Modern elevator of 35,000 bu. capacity; doing a good business in the best corn and oats country in the land. Price \$17,000. Modern residence included. Address Country, Box 4, Grain Dealers Journal, Chicago.

**FOR SALE**—Three elevators in Northwest Oklahoma. Best wheat belt in state. All well located in good live towns. Good schools and churches. Bargain if sold soon. Address Head, Box 5, Grain Dealers Journal, Chicago.

**FOR SALE OR RENT**—Two grain elevators. One equipped with cleaning machinery. Splendid shipping facilities. Address Frank C. Blodget, 600 Flour Exchange, Minneapolis, Minn.

**ELEVATOR FOR SALE.** 18,000 bu. cribbed elevator, near station, good shape, in the best wheat section of N. Dakota. Reason too much to handle. Reasonable price. Address Elev., Box 1, care Grain Dealers Journal, Chicago.

## BUSINESS OPPORTUNITIES.

**FOR SALE:** Hay and Bean business in Denver. Owner going to war. Address P. O. Box 992, Denver, Colo.

**IF YOU WANT** to sell or exchange your property, write me. John J. Black, 57th Street, Chippewa Falls, Wis.

**FOR SALE:** We have three mills located at Springville, N. Y., Glenwood, N. Y., and Colden, N. Y., and will sell any two of the three. Write us for price and particulars if interested. James H. Gray Milling Co., Springville, N. Y.

**FOR SALE** or Trade, farm near Independence, Iowa. Want elevator or lumber yard in Northern Illinois or Iowa. Farm leased for next year at one-half crop and \$300.00 cash. Go and see this farm and submit best offer. C. O. Pfund, Bode, Iowa.

**FOR SALE:** Controlling interest in wholesale grain and bean merchandising business as well as country stations in terminal market in Colorado. Position as manager at good salary included. Address West, Box 7 Grain Dealers Journal, Chicago, Illinois.

## MISCELLANEOUS.

**WANTED:** Chicken Wheat. Send samples and price to Chas. Schaefer & Son, 304 Meserole St., Brooklyn, N. Y.

**WANTED**—Shafting of all sizes. State lengths, diameters, condition and price. Will buy large or small quantities. Address Watson, 415 Western Union Bldg., Chicago, Ill.

**FOR SALE**—37 12"x6" elevator cups, never been used. 90' of 4 ply 12" rubber belt with 11"x6" cups attached; used only 18 months. John C. Jindrich, Swaledale, Ia.

**FOR SALE:** 8 squares new corrugated iron. 1-1½ h. p. united gasoline engine, perfect condition. 1—Marsailles Sheller, 400 bu. capacity, nearly new. Address Mattix & Reveal, Rossville, Ind.

**ELEVATOR OPERATORS** wanting good second-hand elevator machinery or supplies invariably make their want known thru the "Machinery Wanted" columns of the Grain Dealers Journal, Chicago.

## MISCELLANEOUS FOR SALE.

**ONE Hercules** large bale five wire press. Baled but little hay. Inquire of Wm. Hipert, Fayette, Ohio. 7-8

## ELEVATOR BROKERS.

**JAMES M. MAGUIRE**  
6454 Minerva Ave., Chicago, Ill.

**JOHN A. RICE**, exclusive elevator broker, Frankfort, Indiana.

**ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT.** NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

## OFFICE SUPPLIES.

**NEW ADDING MACHINE** for sale at half price. Address George Hunt, Chelmsford, Ill.

**ADDING MACHINE:** Nearly new nine. column, total, sub-total, error repeat, etc.; cost \$250; will take \$75. J. G. Meier, Russell, Kansas.

**SAFES**—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co., of Ill., 409 N. 4th St., St. Louis, Mo.

**TYPEWRITERS**—All Makes. Factory Rebuilt, good as new, guaranteed, lowest prices. Good prices for your old machines; write for catalog. (Estab. 1904.) Ben Samuelson & Co., 219 S. Dearborn St., Chicago.

## SCREENINGS WANTED

**Clover and Alfalfa Seed Screenings** wanted. Also Low Grade Clover Seed. Send us Samples which will have our prompt attention. King Seed Co., North Vernon, Ind.

## FLOUR FOR SALE.

**MIXED CARS** of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

## BAGS—BAGGING—BURLAP.

**BURLAP BAGS** OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheet- ing, or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

Whenever there is a real opportunity of interest to the grain trade it is usually registered in the "Wanted—For Sale" columns of the Journal.

A better elevator manager than you have ever had will read the "Help Wanted" ads in this issue! Go after him in the next.

On the other end of the Journal's "Wanted—For Sale" columns you will find 6,500 grain dealers anxious to know what you have for them.



**ENGINES FOR SALE.**

**FOR SALE:** Gas engine, 20 horse power; good condition. The Giele & Pfau Co., 44 E. Second Street, Dayton, Ohio.

**IDEAL ENGINES:** One each 100 h.p. and 80 h.p. Rebuilt. Splendid shape. Nicholas & Bookwalter, 548 W. Jackson Blvd., Chicago.

**FOR SALE:** Economy Gasoline Engine, 7 h.p. 6x16 friction clutch pulley, mounted on trucks, good as new, \$200. C. F. Cline, Terral, Okla.

**FOR SALE:** 40 h.p. Charter Gasoline Engine using kerosene, also 15 h.p. gasoline engine, same make. All in good condition. Address Emil Brunner, Hope, Kan.

**FOR SALE:** 25 H-P Charter Oil engine with clutch pulley, fuel tanks and piping, one year old same as new, immediate shipment \$800. Address Home Milling Co., Fargo, N. Dakota.

**STEAM ENGINES, BOILERS.**

**FOR SALE—1 60 h. p. steam engine and mill machinery.** Wells-Abbott-Nieman Co., Schuyler, Neb.

**BOILERS—high pressure, 18, 20 and 30 h. p. Engines 6, 10, 20, 60 and 150 h. p. Gas engines, 6, 9, 26 & 30 h. p. Heaters, pumps. Casey Boiler Works, Springfield, O.**

**FOR SALE:** One 16x36 Corliss Monarch Cylinder, complete with valve gears. Cylinder in good condition. Price right. Address Border Queen Mills, Caldwell, Kansas.

**FOR SALE:** One 48"x14" horizontal return tubular boiler, complete, with shaker grates; one 20 h.p. center crank Brownell Steam Engine. Chas. H. Hall, Miamisburg, Ohio.

**FOR SALE—200 H. P. Buckeye engine in first class condition; it has been used only a few years and has never been overloaded; must be seen to be appreciated.** Cut-singer & Thompson, Shelbyville, Ind.

**FOR SALE:** 250 h. p. Clark-Corliss Engine in first class condition for immediate shipment. Right hand, compound condensing; cylinder 12" and 20"x30"; R P M 200; boiler pressure 150 lbs. Have installed electricity. Montana Flour Mills Co., Lewistown, Mont.

**FOR SALE:** Steam Engine in good working condition; one Western Gyrating Cleaner No. 2 with new eccentric shaft and boxes; one 30,000-lb. Fairbanks-Morse Hopper Scale complete. Also good assortment of shafting, elevator buckets, pulleys, chain and boxes. Fairmount Grain & Elevator Co., Fairmount, Ill.

**WE HAVE THE FOLLOWING ENGINES for sale:**

1—Atlas Steam Engine, 40—50 h.p.  
1—York Steam Engine, 20—25 h.p. new.  
1—30 h.p. OTTO Gasoline Engine with large simplex pump, suitable for small city pumping plant. Can be bought complete with pump or separately. These Engines all in fine shape and can be bought cheap for cash. The American Supply & Machinery Co., Omaha, Neb.

**MALE HELP WANTED.**

**MEN WANTED—Elevator managers are in demand. Insert your advertisement in the Grain Dealers Journal to get the position that is waiting for you.**

**WANTED, GRAIN MAN** to take charge of sales correspondence and shipping of Book Department. Must type own letters. Grain Dealers Journal, Chicago.

**WANTED:** Experienced Manager for Bean and Grain Elevator. Good opportunity for the right man. Address J. M., Box 7, Grain Dealers Journal, Chicago.

**EXPERIENCED HELP,** such as managers for country stations, foremen, auditors and employees needed in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

**WANTED:** A good elevator man, who after 6 months can take complete charge of our grain, coal and retail oil business. State salary wanted, experience, age and when you can come. G. L. Kent, Sec., Farmers Union Elevator Ass'n., Hardin, Montana.

**WANTED:** Elevator man to run country station, experienced in wheat and kafir corn. Give full particulars in first letter with all information about where, when and for whom you have worked, and salary expected. Address Kaf., Box 6, Grain Dealers Journal, Chicago, Ill.

**THOUSANDS MEN — WOMEN— 18 or over wanted.** Government war positions. Easy clerical work. Long vacation. Short hours. Commence \$100 month. Raise rapidly. Help your Country in this time of need. List positions free. Write immediately. Franklin Institute, Dept. W 195, Rochester, N. Y.

**DYNAMOS—MOTORS.**

**FOR SALE:** Fairbanks Morse 21-2 KW 125V Dynamo. Address E. Daddow, Sargent, Nebr.

**FOR SALE—5 h. p. d. c. motor, 220 v., 1850 R.P.M., 10 h. p., 220 v., Schuerman controller. Rheostat. S. Barber, 2816 S. Wabash Ave., Chicago.**

**ELECTRIC MOTORS and DYNAMOS** for rent, sale or exchange. Belting, pulleys, hangers in stock. Scott Bros. Elec. Co., 34 Macomb St., Detroit, Mich.

**ELECTRIC motors, generators, also engines; guaranteed condition. We buy, rent, sell and repair. Independent Electric Machinery Co., Kansas City, Mo.**

**FOR SALE:** Two Wagner Electric Motors, one 15 and one 10 h.p., Type BA, 60 CY., Single phase, 1750 Rev. You will make no mistake in buying these motors. They are built right from the factory. Address Farmers Grain Co., Greenvlew, Ill.

**DYNAMOS AND MOTOR BUYERS** are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamos—Motors" columns of the Grain Dealers Journal, Chicago.

**ELECTRIC MOTORS** 25 h. p., a. c., 3 phase 25 h. p. d. c., 220 volt. 50 h. p., a. c., 3 phase. 50 h. p. d. c., 220 volt. 50 h. p., d. c., 110 volt. 75 h. p. a. c., 3 phase. Immediate shipment. Other sizes in stock. We buy, sell and exchange. Aaron Elec. Co., 15 S. Clinton, Chicago.

**SITUATIONS WANTED.**

**RELIABLE GRAIN BUYER** wants position in grain elevator. Address J. K., Box 4, Grain Dealers Journal, Chicago, Ill.

**WANTED—Position** by experienced traveling solicitor. Will pay personal expenses for interview. Address Solicitor, Box 9, Grain Dealers Journal, Chicago.

**WANTED:** Position by good grain, coal and livestock man. At present am employed but desire to make a change. Address C. R. Box 7, Grain Dealers Journal, Chicago.

**A FIRST CLASS MAN** having 14 years experience in country elevators wants a position as manager. Knows his business from A to Z. Address B. B. Box 7, Grain Dealers Journal, Chicago.

**EXPERIENCED** manager wants position. Have managed 175,000 bu. elevator for past 12 years. Can give present employers as reference. Can also handle side lines. Address Bolt Box 7, c-o Grain Dealers Journal, Chicago.

**WANTED POSITION** as manager of grain elevator. I have had 20 yrs. successful experience; can give present employers as reference. Indiana or Ohio preferred. Address O-Ind., Box 1, Grain Dealers Journal, Chicago.

**YOUNG MAN, 21, class 5 in draft,** desires outdoor work in West or Northwest; 2 yrs. experience in grain feed, and flour commission. Describe work fully in first letter, also salary, etc., S. L. Box 7 Grain Dealers Journal, Chicago, Illinois.

**IF YOU DESIRE** the services of an elevator Mgr. who is familiar with all kinds of power and machinery and all kinds of hard work as well as bookkeeping and has been in business 16 years, write Matt, Box 2, Grain Dealers Journal, Chicago.

**POSITION WANTED** by married man with 20 years' experience managing country elevators. Am employed but want place with more business and in good town with good schools. Best of references furnished. Address Sam, Box 6, Grain Dealers Journal.

**WANTED.**

Electric Motors and Machinery at once. Nathan Klein & Co., 208-K Centre St., N. Y.

**WANTED:** one 500 bushel capacity Hopper Scale to be in good physical condition. Twist Bros., Rochester, Ill.

**ATTRITION MILL** wanted: size, how driven, speed, size of pulley, single or double runner, stationary or both revolve. Ball bearing or otherwise. Must Guarantee. Address Bar Box 7, Grain Dealers Journal, Chicago, Illinois.

**DO YOU** want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

**OIL ENGINE FOR SALE**

International Mogul Twin cylinder, rated 50 horsepower, now complete and running at our Arcola, Ind., elevator. Changing to steam; too light for our work. Price on application. Write to

**O. GANDY & CO.**  
South Whitley, Ind.

**Before You Buy or Sell  
SECOND HAND BAGS  
GET "WESTERN'S" PRICE  
WESTERN BAG & BURLAP CO., Chicago**

 **BUY MORE**   
**LIBERTY BONDS**



## MACHINES FOR SALE.

**WE BUY & SELL** Boilers, Steam & Gaso. Engines, Motors, Scales, Elev. & Mill Mach'y. of all kinds. National Mach'y. Warehouse, 700 W. 22nd St., Chicago.

**FOR SALE:** Portable grain dump and elevator, made by John Deere & Co., with power attachment, good condition, now at our Arcola, Ind. elevator. Write O. Gandy & Co., South Whitley, Ind.

**FOR SALE:** One Victor corn sheller Barnard and Leas, 500 bu. per hour capacity, good shape. Also one Olds gaso-line engine, 35 h.p. good condition. Address B. French & Sons, Bellmont, Illinois.

**FOR SALE:** One up-to-date 25 bbl. Mid-get flour and a 50 bbl. corn mill in A1 condition. If taken at once will sell at a bargain. If you want a mill worth the money come at once. Want to sell on account of sickness. W. J. Hand, Sulphur, Okla.

1. **SIZE** one new Marceilles dustless warehouse combination sheller and cleaner, without feeder, elevator or cob stacker, for sale. Used 10 days. Price \$325.00 F. O. B. Ash Grove Mo. Address Ash Grove Mills, 609 Waldheim Bldg., Kansas City, Mo.

**FOR SALE:** 1 No. 0 Buckley Disintegrator; 1 No. 6 Allis-Chalmers centrifugal reel; 1 Model 40-A Myers Gravity seed and grain grader. All in first class condition but no longer needed. Write for full particulars to Rupert Seed & Milling Co., Rupert, Idaho.

**FOR SALE:**—1000 feet of spiral steel conveyor 4" to 16". Big lot of heavy elevator belting and cups, Salem buckets. No. 7 Clipper, No. 3 Monitor, No. 3 Eureka Receiving Separator. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

**FOR SALE:** One Giddings Portable Hay Grinder, complete unit comprising hay carrier, mill, blower, cyclone, and two bag packers; capacity four tons per hour. Will grind alfalfa or any other hay. Horse power required, 75. One bale breaker complete, one extension carrier, 35 ft. to fit the mill. Address John A. Wogan, Inc., 204 Godchaux Bldg., New Orleans, La.

## SCALES REPAIRED AND SOLD

50 wagon scales, capacity from 4 to 15 ton. Any size platform in following makes: Fairbanks, Howe, Buffalo, Standard and Columbia. Each scale that leaves our factory is thoroughly overhauled and tested and guaranteed to be correct. We furnish competent men for outside work.

**COLUMBIA SCALE CO.**  
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## ACCOUNT BOOKS

Get our prices before buying

GRAIN DEALERS JOURNAL :: CHICAGO

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**WE HAVE FOR SALE** the following:

Fairbanks Hopper Scales:

1—1000 Bushel with regular Beam.

1— 800 Bushel with regular Beam.

These Scales in first class condition and now operating, but want to install larger sizes. Can be bought cheap for cash. American Supply & Machinery Co., 1102 Farnam St., Omaha, Neb.

**WOULD YOU BUY** larger scales if you knew you could sell the scales you have? Try an ad in the **SCALES FOR SALE** column and see how quickly your scales will be sold.

Are you saving all you can, and practicing the greatest economy? A step in the right direction is to make these columns your market place.

## MACHINES FOR SALE.

### REAL BARGAINS

Prompt Attention. Quick Shipments.

When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,

9 S. Clinton St., Chicago, Ill.

Give a Journal "Wanted—For Sale" ad something to do for you—it needn't be something easy.



**Big Stock**

## MACHINERY

For Grinding, Elevating and Conveying all kinds of grain, of standard makes, from smallest to largest capacities.

**NEW AND 2ND HAND REBUILT FLOUR MILL MACHINERY**

**GOOD AS NEW**

We have the Largest Stock of 2nd Hand Flour Mill and Elevator Machinery in the World.

Belting, Pulleys, Shafting, Elevator Buckets and Conveyor Bolting Cloth and Roll Grinding.

Write for Net Price Book No. 75-B

**B. F. GUMP CO.**  
THE MILL SUPPLY HOUSE  
431-437 South Clinton Street, CHICAGO, ILL.

## Directory Grass Seed Trade

### ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

### BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

### BELFAST, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses  
McCausland, Sam'l, ryegrass and dogstail.

### BUFFALO, N. Y.

Stanford Seed Co., field and grass seeds.

### CHICAGO, ILL.

Dickinson Co., The Albert, seeds.  
Illinois Seed Co., The, grass and field seeds.  
Johnson, J. Oliver, seed merchant.

### CINCINNATI, OHIO.

McCullough's Sons, The J. M., field, garden seeds.

### CLAREMORE, OKLA.

The O'Bannon Co., grass seed dealers.

### CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.  
Crawfordsville Seed Co., seed merchants.

### EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

### GIBSON CITY, ILL.

Noble Bros., whse. seed merchants.

### INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.

### KANSAS CITY, MO.

Missouri Seed Co., who. exp. and imp.  
Peppard Seed Co., J. G., wholesale seeds.  
Rudy-Patrick Seed Co., wholesale seeds.

### LOUISVILLE, KY.

Chambers Seed Co., grain and field seeds.  
Hardin, Hamilton & Lewman, gra. & fld. seeds.  
Lewis Implement & Seed Co., field sds. & impts.  
Louisville Seed Co., clover & grasses.  
Wood, Stubbs & Co., grass & garden seeds.

### MACON, GA.

Georgia Seed Co., field and garden seeds.

### MEMPHIS, TENN.

Schwill & Co., O., garden and field seeds.  
Russell-Heckle Seed Co., all southern seeds.

### MILWAUKEE, WIS.

Courteen Seed Co., field seeds.  
L. Teweles Seed Co., field seeds.

### MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.  
Minneapolis Seed Co., seed merchants.  
Northrup, King & Co., wholesale seeds.

### NEWBERN, TENN.

Cole Seed Saver Co., Japan clover whistl.

### NEW YORK, N. Y.

Doughten, Inc., H. W., grass & field seeds.  
Nungesser-Dickinson Seed Co., whls. seed mchts.  
Radwaner, I. L., field & grass seeds, exp. impts.

### PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, whse. field sds.

### ROCKFORD, ILL.

Condon Bros. Seedsmen, garden, fld. & flower sds.

### ST. LOUIS, MO.

Schisler, F. & G. S. Co., A. W., seed merchants.

### ST. PAUL, MINN.

Jameson Hevener Co., shprs. of field seeds.

### TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa.  
Flower Co., The S. W., seed merchants.  
Toledo Field Seed Co., The, clover, timothy.

### TWIN VALLEY, MINN.

Heiberg, M. A., wholesale seed merchant.

## GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

*Gentlemen:*—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find One Dollar Fifty-five Cents for one year.

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Capacity of Elevator.....

Post Office.....

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State.....

Use Universal Grain Code and Reduce Your Tolls.



**\$50,000 Worth of Power Transmission Machinery Bargains.**

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Send for Bargain List No. 18-T.

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ST. LOUIS, MO.

We Buy All Kinds of Machinery Plants.



## SEEDS FOR SALE—WANTED

## SEEDS WANTED.

WANTED TO BUY timothy, alsike and red clover, straight and mixed cars or less. Oshkosh Seed Company, Oshkosh, Wis.

BUCKWHEAT WANTED, car lots or less. P. L. Zimmermann Co., St. Louis, Mo.

WANTED: Car Marquis Spring Wheat suitable for seed. Champaign Seed Co., Champaign, Illinois.

## SEEDS WANTED.

CLOVER SEED wanted: We are in the market for good quality Clover, Timothy, Alfalfa, Millets and Fancy Grasses. Send samples and prices. Farmers Seed & Nursery Co., Faribault, Minn.

WE WISH TO BUY Red, Alsike and Bastard Clovers, Timothy, Cocksfoot, Meadow fescue. John Lytle & Sons, Ltd., Belfast, Ireland.

## SEEDS FOR SALE

CLOVER, buckwheat, and black-eye cow peas; best grades because of territory and climate. A. E. Castleman, Culver, Ind.

NEW CROP JAPAN CLOVER seed. State quantity and let us quote you. Lehman's Seed Store, Baton Rouge, La.

FOR SALE: Millet and cane seed in car lots, golden, common, Siberian and Hog millet. Reimer-Smith Grain Company, Holyoke, Colorado.

FOR SALE: Japan clover seed re-cleaned. New crop, growers and dealers. wholesale. Let us quote you. Cole Seed Saver Co., Newbern, Tenn.

**A. W. SCHISLER** FIELD AND GARDEN SEED COMPANY  
53 Years Service  
Buyers and Sellers  
St. Louis, Missouri  
Bag or Car Lots

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INCORPORATED  
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Headquarters for  
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OF ALL VARIETIES FIELD SEEDS

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**THE STANFORD SEED CO.**  
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Buyers and Sellers—Car Lots—  
TIMOTHY—CLOVER—ALSIKE—ALFALFA—GRASSES N. Y.

RE-CLEANED  
COW PEAS - CANE SEED  
TENN. SEED CORN  
CAR LOTS OR LESS—LOW PRICES  
**RUSSELL HECKLE SEED CO.**  
MEMPHIS, TENN.

**WANTED**  
Timothy Seed—Medium Red Clover  
Shippers of all kinds of Field Seeds.  
Poultry Foods—Specialty.  
**JAMESON HEVENER CO.**  
St. Paul, Minn.

**WE BUY AND SELL**  
Wheat Screenings, Cane Seed, Salvage Wheat,  
Kaffir Corn. Write or wire for prices.  
**HENRY LICHTIG & CO.,** Kansas City, Mo.

**The Seed Terminal of the Northwest**  
Northrup, King & Co. of Minneapolis, have the facilities, equipment and logical position to supply seeds to advantage.  
FIELD SEED—Car lots or less, Northern grown.  
GARDEN SEED—Hardy Varieties, large or small lots.  
ONION SETS—We grow and sell thousands of bushels.  
POULTRY FEED—Our formulae or special milling.  
**NORTHRUP, KING & CO., MINNEAPOLIS**

**The Mangelsdorf Seed Co.**  
Sweet Clover, Alfalfa,  
Soudan Grass, Millet, Rape.  
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**CHAMBERS SEED CO.**  
Incorporated  
GRASS and FIELD SEEDS  
Combining the resources and experience of  
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BUY AND SELL  
Also full line Garden Seeds

**L. Teweles Seed Co.**  
Milwaukee Wisconsin

Headquarters for  
Red, White and Alsike  
Clover  
Timothy and Alfalfa  
Seed  
SEED CORN FIELD PEAS

**SAMUEL McCausland**  
BELFAST, IRELAND  
Cleaner and exporter of finest Perennial and Italian Ryegrass seeds, Crested Dogtail seed, etc. Importer of Clover and Natural grass-seeds.  
Cables, "Shamrock, Belfast." A B O Code, 4th and 5th Editions.

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We Are Buyers of NEW CROP ALSIKE and Sellers of D. E. RAPE

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NEW YORK CITY  
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IN CAR LOTS  
Common Golden Siberian and Hog Millet  
**JOHN E. SPELTS, Julesburg, Colo.**

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WHOLESALE DEALERS  
High Grade Field Seeds and Implements  
Correspondence Solicited  
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ASK OUR BIDS BEFORE SELLING. BUYERS, RECLEANERS, SELLERS. WRITE OR WIRE FOR SAMPLES AND PRICES.

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MINNEAPOLIS, MINN.GRAIN ELEVATORS AND WAREHOUSE:  
35TH TO 37TH STS. AND RAILROAD  
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CINCINNATI - - OHIO

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That order for clover or timothy futures  
"Send it to Zahm"  
J. F. ZAHM & COMPANY, Toledo, Ohio  
Here since 1879 Ask for our daily Red Letter—Free

**Crawfordsville  
Seed Co.**

Crawfordsville, Ind.

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WHOLESALE  
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MERCHANTS

SPECIALTIES  
RED CLOVER, TIMOTHY  
ALSIKE  
**TOLEDO**  
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THE CRUMBAUGH - KUEHN CO.  
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We pay top prices for seeds. Your track or Toledo. Send samples.  
**CLOVER**  
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Samples, prices and our market letter upon request. Cash and futures

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GARDEN and FIELD SEEDS  
Also Onion Sets, Poultry Food, Bee Supplies

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**ILLINOIS SEED CO.**  
CHICAGO, ILL.

We Buy and Sell

**Field Seeds**

Ask for Prices  
Mail Samples for Bids

**The Toledo Field Seed Co.**  
Clover and Timothy Seed  
Consignments solicited. Send us your samples.  
Toledo, Ohio

QUOTE us all kinds of Seeds, Feed, Poultry Supplies, Flour, Fruit Package Material, Ice Cream and Butter Manufacturers' and Handlers' Needs, also Fruits and Produce. References: Produce Reporter Co., R. G. Dunn & Co., Bradstreet & Co.  
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Wholesale Seed Merchants  
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CORRESPONDENCE INVITED

**RUDY-PATRICK SEED CO.**  
**ALFALFA FEED and SEED MILLET**  
KANSAS CITY, MO.

**Whatever it costs!**

"If the people won't buy bonds, they will pay taxes, that's all there is to it. We are going to win this War, whatever it costs."

**SEED**

We buy and  
sell all varieties  
of grass and  
field seeds

**The Albert Dickinson Co.**  
MINNEAPOLIS CHICAGO



# He didn't count his dollars—he faced *machine gun fire*

Six hundred slaying bolts of death from every gun—and there were many guns against him as he charged across the fields of France.

Even now he knows no peace, for his bullet-cut body shakes as the ground quakes from the shock of the guns.

He was an American! A Yank!

Ours is the melting pot—and the blood that stained the Yankee Khaki may have been the blood from any race or people in all of God's great world.

Yes—and rejoice in the glory of it—it may have been blood of the race of Germany; given until death, in Yankee Khaki.

Awake, America!—and look with your two hundred million eyes.

See, you, your army of the melting pot, proclaiming in deeds of bloody sacrifice *that all peoples, of all the races of all the earth, shall have JUSTICE—that none shall be masters and none shall be slaves!*

On they go to Metz!

The Kaiser-born false Gods shall fall!

No Kaiser's son shall put his boot on the peoples of the earth!

Christ's brotherhood of man shall not hang on a scrap of Prussian paper!

Dollars are keen-edged weapons of almighty right, when you put them into Liberty Bonds.

Let our dollars speak to the Yanks who are facing machine gun fire, in **our** place—let our dollars say:

"There will be no stingy stinting over here."

Souls are aflame! It is the lightning of Mount Sinai that strikes the German lines!

Americans of every race and creed and color!

Send now your thoughts to our battle lines!

Pledge to our dead that they have not died in vain.

**Buy Liberty  
Bonds in this**

**4th Liberty Loan**

*This space contributed by*  
**KELLOGG SEED CO.**

186 Florida St.,  
Milwaukee, Wis.

Red Clover  
White Clover  
Alsike

Alfalfa  
Sweet Clover  
Timothy



## GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

305 S. La Salle Street, Chicago, Ill.

Charles S. Clark, Manager.

### SUBSCRIPTION RATES

To United States, semi-monthly, one year, cash with order, \$1.55; two years, \$2.85; three years, \$4.25; single copy, 10 cents.

To Foreign Countries within the Postal Union, prepaid, one year, \$2.75; to Canada \$2.15.

### THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

### LETTERS

on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

### QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked - Answered" department. The service is free.

Entered at the Chicago, Ill., Post Office as Second-Class Matter, Aug. 5, 1898.

CHICAGO, OCTOBER 10, 1918

KING CORN has outdistanced Jack Frost in nearly every race this year. While much of the corn in some sections has failed to cure properly, shippers do not anticipate trouble such as was encountered last year.

THE PIKERS who have been reporting large carloads must either place their elevators on wheels or else go way back and sit down, as one carload recently unloaded in Chicago contained 2,718 bushels and 30 pounds of wheat. Can anyone beat that and not wreck the train?

NO DOUBT the Food Administration just like every other department of the Federal Government will continue to promulgate rules and regulations never contemplated or authorized by law. Many well posted merchants of wide experience doubt the necessity and wisdom of many regulations yet they stand ready to comply with even more rigorous regulations if department heads say such action will help to win the war. Let us fight the Hun with all our might first even tho we do lose business. After peace is declared we can fight the fool regulations with a clear conscience and more enthusiasm.

PEACE TALK seems to have proved very injurious to coarse grain prices and country dealers with large stocks on hand, no cars, and no hedges have suffered heavy losses. It is advisable to follow the suggestion of the head of the Coarse Grain division and hedge all holdings.

DEALERS OF corn sections where the 1918 crop grown from imported seed is slow in maturing owe it to themselves and their farmer patrons to see to it that a bountiful supply of well cured corn from the immediate neighborhood is set aside for next year's planting, else they may be confronted by another immature crop in 1919.

DO NOT overlook the fact that the Government has guaranteed present prices of wheat until July, 1920, and even the present prices may be raised if the committee to be appointed next spring decides that it costs the farmers more than the present price to grow the crop, but with the declaration of peace prices for other grains will be placed back under the control of supply and demand. Erratic markets and wild prices are likely to prevail, so look out.

NOT SO LONG AGO threats were circulated that if the country dealer refused to buy, the farmer should ship direct to the Food Administration. Quite likely many dealers now are refusing to buy, but is the power in control making good on its threat to buy direct from the grower by furnishing cars in which to load? In explaining his refusal to buy the dealer has only to show that the grain control com'te has denied him a permit for cars to load.

SHIPPERS who are prevented by embargoes or inability to obtain cars from shipping coarse grain within the 60 days provided by the Food Administration should take up the matter with the zone manager of the Grain Corporation and get a permit. Large holders of oats at interior points claim they are going through the sweat at present so are not in a fit condition to ship, and this no doubt will be taken into consideration by any zone manager familiar with the difficulties of the country elevator operator.

SITTING GRAIN laden cars on inspection tracks of the terminal markets for the samplers has not heretofore been considered an extra service, but now that the railroads are greedily following every channel for one more penny it is not surprising that they desire to charge \$2.00 for the first 24 hours, although willing to allow cars elsewhere twice as long without charge. Shippers need to keep vigilant committees on guard else the railroads will soon be charging them extra for receipts and bills of lading for their grain.

THE OVERHEAD dump will quickly unload any auto truck if its grain box is so arranged as to permit tipping up its front end. Such an arrangement will admit the successful use of lighter equipment for this work, require a minimum of power and expedite the unloading of bulk grain from trucks of all sizes regardless of their weight.

HERBERT HOOVER credits Russia and Poland with having 53,000,000 people practically starving while Roumania and Servia have many more. But little can be done to help these unfortunates until peace is declared or the Dardanelles opened. The declaration of peace would be quickly followed by an enormous demand for food stuffs from all the Central Powers as well, so there would seem to be a ready market awaiting all of our surplus grain the minute transportation is available.

WHILE it may be true as some claim that the Food Control Act does not empower the Food Administration to penalize dealers who do not pay the full guaranteed price for wheat, yet as Uncle Sam is holding the bag at perhaps \$1.00 per bushel more than wheat is worth in view of the ending of the war, the Food Administrator may be pardoned for trying to carry out the letter and spirit of the Act which is that the FARMER get the guaranteed price. A dealer who enjoys the benefit of the guaranteed price when he sells should abide by that price when he buys, irrespective of the fact that the Food Controller may have no legal right to compel him to pay any price.

FIXING THE BUYING MARGIN at 8 cents and freight for the Illinois country dealer as was done by the Food Administration in a one-sided conference at Chicago, Oct. 1, when viewed in the light of the Constitution of the United States and the Food Control Act is merely an expression of opinion by Mr. Barnes as to what he considers a fair margin on wheat. What is a fair margin for one dealer is unreasonable for another whose costs of doing business are much greater. It is quite likely that when a dealer requires a margin greater than 8 cents in order to make the same profit as in former years an exception will be made in his case by the Food Administration upon a proper showing of facts; as, of course, the government will not require dealers to do business at a loss and thereby compel them to close their elevators. If the government chooses to engage in the wheat business it should bear its own losses. One cent per bushel filched by the government from the honest grain dealer will not make good any loss that may now threaten the Grain Corporation under the price guaranty. Why gouge the grain dealer out of one cent and throw dollars into the lap of the wheat grower?



### The Remedy for Shortages.

The scale men who met in Milwaukee last month adjourned to Chicago and spent several days discussing all the various causes contributing to the loss of grain in transit and the difference between shipping weight and destination weight boiled their conclusions down into concrete resolutions, all of which we are glad to publish elsewhere in this number.

If everyone interested in the reduction of loss and damage to grain would seriously study all of the recommendations of the scale men and do their utmost to identify the many troubles therein described and help to apply the remedies prescribed, much trouble and friction will be eliminated from the lives of grain shippers and railroad claim agents.

The resolutions adopted reflect conditions of transportation and weighing, of which many grain shippers have little knowledge, but if all would co-operate in bringing about the millennium sought by the scale men the shipping of grain would soon be a peaceful occupation.

### The Proposed Oats Grades.

"Oats and / or wild oats" is a conundrum the grain men who have been studying the proposed grading rules have been unable to solve. If it were the purpose of the Bureau of Markets to mystify the dealers and insure a large attendance at the hearings to have the riddle explained it has succeeded by its wording of the eighth and last column of the tabulation of the proposed requirements.

Why bother with exact percentages of moisture when the rule for No. 4 oats permits 2 per cent of heat damaged and 10 per cent of total damaged in a grade otherwise described as cool and sweet. In other words, how can oats be cool and sweet if heat damaged?

In the main the proposed grades meet the requirements of the trade, the local conditions make a modification seem necessary to certain sections of the country, but some compromise is inevitable if the grades are to be made national in their scope. A moisture content of 14 per cent looks too liberal to the western handlers of dry oats, while the central producers of oats up to 18 per cent feel the maximum is too low.

Oat millers consider the new rules workable.

A few years ago there was a strenuous outcry by the Federal Government against wild oats that made the horses sick, but apparently the animals have been now newly educated on how to eat wild oats as the new rules permit a 10 per cent mixture.

Profiting by their experience in trying to get the wheat grades changed, the grain dealers will do well to co-operate with the Bureau to have all desired changes made before adoption, instead of after the new rules have become effective.

### Weight Certificates Are Not Grade Certificates.

It requires a wide stretch of the imagination to believe a "Certificate of Weight" so labelled and signed by a "Weigher" or "Weighmaster" could ever be successfully used by anyone as a certificate of Grade or Inspection, yet the technical interpreters of the Bureau of Markets seem determined to take exception to anything in a certificate of weight which reflects the quality of the grain weighed. So long as there is no attempt on the part of the Weigher to pass himself off as a licensed inspector, or his certificate of weight as a certificate of grade this seems like straining at a gnat.

The trade needs weight certificates just as much as it needs grade certificates, and the grain weighed must be identified in the weight certificate but this can be done clearly without certifying as to the grades of the grain. Many years' experience has proved to the complete satisfaction of all oldtime grain shippers that terminal market receivers give little heed to the grade they claim for their shipments.

So long as the shipper does not insist upon his classification of his own grain shipments governing in their sale there is no attempt on his part to pass off his invoice, certificate of weight or other shipping memoranda as a "Certificate of Inspection."

Some large shippers have brands of their own which can not be confused with the nomenclature of the Federal Standards so they can identify the grain shipped in their weight certificates invoices and letters without conflicting with either the spirit or the letter of the Grain Standards Act.

The U. S. Grain Standards Act was not designed to prohibit dealers classifying their own grain by their own names or brands, but to establish uniform inspection rules and methods of grading in hope of attaining uniform grades to facilitate fair public trading. Deceit or trickery thru the misuse of the Federal grades is no more to be tolerated today than ever, but an invoice or a certificate of weight can not be accepted as a certificate of grade; the grain dealer who would so accept one is indeed dull and inexperienced.

THE CAR DISTRIBUTION conference to be held at Chicago Nov. 1 promises to lead to uniform rules in all states, and it is fortunate that the conferees will include the federal and all the state railroad commissions and representatives of the independent grain dealers and co-operative elevator companies. That the preliminary conference on Oct. 2 disclosed great differences of opinion as to what would be a fair rule shows the necessity for constructive effort along this line.

### Hauling the Farmers' Grain.

In "Letters" this number is given a letter from a Montana transfer man who after years of successfully transferring household effects about the town added another truck to his equipment and has undertaken to haul farmers grain to market. His own explanation of his experience in this work is a glowing testimonial to the economy effected.

The use of the truck in hauling farmers grain to market not only helps to solve the labor problem by making it possible for one man to do the work of three, but it also hastens the delivery of the grain while the weather is propitious. This annihilation of the disadvantages of distance from markets should help to overcome the farmers antipathy for living far from market and make all farm land more valuable. In the case of the Montana transfer man the hauler has no interest in the grain—he sells transportation, and is able to make the service rendered a source of profit to the farmers as well as to himself.

It is to be hoped that grain dealers who are prompted to put in trucks will recognize the true value of this service and not use it simply as a means of getting the grain because the service is often of more value per bushel to the farmer than the grain dealer's profit on his purchases amount to.

THE OPINION expressed by some country elevator men that at least one zone manager of the grain corporation is aiming to disorganize the regular country grain trade is hardly borne out by the facts. The Zone Managers of the Grain Corporation are grain men of long experience who are serving the Government for \$1.00 a year in the hope of facilitating the marketing of the country's grain crops with as little waste effort as possible. They are striving not to interfere with the established grain dealers any more than is absolutely necessary to the economical marketing of grain. The Zone Managers have no interest in the matter other than to help win the War, and that as quickly as possible.

LIBERTY WHEAT gives promise of an enormous acreage for 1919. Kansas is credited with a prospective winter wheat acreage of over 10,000,000 and Missouri nearly 3,800,000. Other winter wheat states are preparing for a large increase so if the crop comes through the winter even in average condition, the yield should exceed all records. Then, too, some of the border line states, like Illinois and Iowa, produced more spring wheat this year than ever and no doubt the splendid yields obtained will prompt them to try to exceed last year. Unless something very unusual happens, the United States will have an enormous crop of wheat to help feed the world next July, after the Kaiser is knocked out.



## Abolish the Federal Trade Commission.

Cropping out in the open discussions of the Milwaukee convention at frequent intervals was the grain dealers expression of fear and anger at what has become every business man's bugaboo—the Federal Trade Commission. Different dealers complained that the minute detailed reports asked for by the commission made them much extra labor and necessitated the enlargement of their accounting departments. Many grain dealers of long years of experience have sold out rather than submit to the interminable stream of reports to petty officers and bureaus, and no doubt many other merchants disgusted and annoyed by the petty detective work of the Federal Trade Commission will go into retirement.

The original purpose of the Federal Trade Commission was to assist merchants to greater efficiency and to the elimination of waste, but the men who have been appointed to the Commission seem to have entirely lost sight of the purpose of Congress and the Commission has arrogated to itself new powers and functions never intended by those who drafted the law.

The Chamber of Commerce of the United States, through its Committee on Federal Trade, recently sent a strong indictment of the methods and motives of the Commission to the President, but it seems to have had little effect as two members of the Commission whose terms expired have since been reappointed.

The present Commission seems to be laboring under the impression that all business men are criminals of the first order and that its first duty even before it has investigated their cases is to charge them before the public with all the crimes on the business calendar. It would seem high time that the business men of the country rise up *en masse* and protest constantly until the methods of the Federal Trade Commission are reformed or the commission abolished.

Many different lines of business are today filing reports with the Federal Trade Commission and making similar reports to other departments of the government, which at a time when labor is scarce and all business is confronted by a multitude of new and trying problems is most exasperating. The duplication and triplication of reports on the same subjects to different departments of the government would seem to be useless waste at any time, but during a time like the present, it is a crime against the nation as well as an unnecessary burden on the commercial interests of the country.

The Federal Trade Commission is not an outgrowth of the War, it is a permanent body designed primarily to help the struggling business man, and, of course, he will be handicapped by this gang of useless investigators until some Congress has backbone enough to abolish the commission and stop the waste. The U. S. Chamber of Commerce Committee charges the members of the Commission with devoting much of their time to seeking political preferment, and points out very clearly that conditions such as those controlling the activities of the Commission inevitably lead to impressions that

it is no longer a responsible body approaching its duties with a serious purpose to promote public interest alone, but that it seeks aggrandizement for itself and its membership.

The Committee also charges the Commission with "lacking that impartiality essential to any public agency which is to speak with authority and to promote the common cause of the nation, rather than to sow discord and disorganization."

The Commission is charged with having gone beyond the law of its creation in seeking to have producers and consumers accept it as an arbitrator of their difficulties, and it has admitted that some of its efforts have been without the express authority of law, yet that does not seem to deter it in the least from repeating the offense. The fact should not be lost sight of that the Federal Trade Commission is in no sense a war body, and its work is not conducted for the purpose of promoting the war. In fact the entire country would be far better off if the Commission were abolished and the traducers of its purpose set to work in an essential industry.

The Committee of the United States Chamber of Commerce in the course of its complaint against the Commission points out very clearly that the Commission and its predecessors has spent over \$400,000 investigating the lumber industry, yet has reported nothing and helped no one. It seems satisfied with filling the warehouses under its control with long drawn out reports which go into infinitesimal detail of no value to anyone. Up to last month the Commission had filed 180 formal complaints during its existence and disposed of about 30. Some of the 30 were dismissed. For absolute uselessness the Commission has surely earned all the medals on the list.

One of the strongest indictments of the Commission made by the Chamber of Commerce Committee deals with the Commission's procedure, as to unfair methods of competition. In different instances defendant has had the first intimation that his business methods were in question through the serving of a formal complaint by the Commission. The complaints are founded upon ex parte evidence presented by the jealous competitor or disgruntled customer whom defendant will have no opportunity of facing before the Commission, and the Commission being formed of eminently just men, seem unable to resist giving the newspapers a full statement of the allegations long in advance, while only a general statement is given the defendant. In consequence the merchant must consult the newspapers to find out the particulars regarding the charges against him. Where such unfair methods are in vogue the defendant cannot come before the Commission with any feeling other than that he has been already condemned. The Commission was never intended as a Court of Justice, yet it seems to feel that its duty is to ferret out flimsy evidence and convict business men without a hearing.

One instance of rank carelessness in issuing press notice cited by the Chamber of Commerce Committee is that of the Commission giving out the margin on gasoline between the refiners cost and wholesalers price as ranging between \$5.00 and \$15.00 a barrel. Eighteen days

later it issued a correction placing the margin at 50c to \$1.50.

The bias of the Federal Trade Commission in its food investigations last spring was quite clearly proven by the Committee when it charged the Commission with attempting to create in advance a public impression that allegations charging control of important food products were true. It seems that in these hearings the Commission selected documents already in its possession and had them presented in the most imposing manner at public sessions by its special counsel. The concerns mentioned in the documents were not permitted to offer any testimony, produce other documents, or cross question any of the witnesses. Such a high-handed proceeding is not to be expected in a Republic and cannot long be tolerated. The special counsel of the Commission in every city where the hearing was held tried to give out the impression that the condition of the food industry was so bad that the government intended to take over and operate it. All this play to the gallery no doubt had some hidden purpose, probably to mold legislation. If so it serves to prove how very dangerous such a Commission is to the true commercial interest of the country and to the nation at large. The Commissions representative took oath that crimes had been committed, but the charge has not been proven. Such baseless charges do not come in good taste from a representative of a government of the people, by the people, and for the people. If crimes have been committed then the matter should be taken into court and the criminal prosecuted without this preliminary persecution in the public press.

The Commission is charged by the Chamber of Commerce Committee with lack of accuracy and frankness in presenting information to the Senate on profiteering, and shows its utter "lack of responsibility by giving such form to its report as to make general charges of a calumnious nature against public enterprises, without supporting its charges with adequate facts."

The Commission was never intended as an instrument for gathering evidence of the commission of crime and it would seem high time that its activities were diverted into other channels. We doubt very much that public office gives any man a monopoly of business intelligence. Neither does it equip them with a superior insight into any line of business. Notwithstanding the politicians seem to be laboring under the misapprehension that public office gives them a complete knowledge of all business.

The business man who has devoted a lifetime to the establishing and promotion of any special business has no doubt learned through hard experience more than most of the trade investigators will ever learn even though they be clothed with authority to put all the large business men in chains and dungeons for the rest of time. If anyone can show any real service performed for the nation by the Federal Trade Commission then he should come forward with his evidence promptly for the impression is rapidly gaining force throughout the various lines of business which come in contact with the Commission that its meddling is not even intended to serve a useful purpose.



## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### Food Control Law?

*Grain Dealers Journal:* We have tried to locate the Food Control Act (Lever Bill), in our file of the Journal, but do not find it. When was it published?—H. B. Low & Son, Orangeville, Pa.

**Ans.:** The Food Control Act was published in full in the Journal for Aug. 10, 1917, pages 219 to 222.

### Will Leg Installation Prove Practical?

*Grain Dealers Journal:* We propose to construct a Grain Elevator Leg of about ninety foot centers, 10 inch face with a 48 inch head pulley running approximately forty revolutions a minute, which we estimate would make the belt travel about five hundred feet a minute. We have 8x5" Minneapolis V buckets and propose to place them one foot apart. We would like very much to know if such installation would be practical and in keeping with good elevator construction practice?—MICHIGAN.

### Interior Weights on Sale Delivered?

*Grain Dealers Journal:* Please give us a ruling on the following:

A shipper sold a car of wheat to a terminal market delivered to that market, the receiver whom he sells to accepts the car when it arrives, discounts car 3c per bushel because of grade and then sends car about 800 miles thru two other states and wants shipper to accept the outturn weights there, also grade, yet he never reported grade to shipper so he could call for re-inspection on the car.—Piqua Milling Co., Piqua, O.

**Ans.:** This transaction is controlled by the terms of the contract, which apparently provided for a sale delivered at a named market, and of course the weights and grades at that market would govern under the rules of that market and the custom of the trade.

Off grade cannot be handled by buyer without notification to seller. Rule 26 of the Grain Dealers National Ass'n provides: "It shall be the duty of receivers, track-buyers and distributors of grain on regular market terms, to notify sellers of any failure to grade, so that seller will receive such notice within 24 hours from date of inspection.

The buyer may then apply the grain on contract at ruling market difference, or dispose of same on such order as the shipper may give by wire. This would have given shipper an opportunity to call for re-inspection.

Neither can buyer force remote interior weights upon the shipper, as rule 15 of the Grain Dealers National Ass'n provides: "Grain sold on the basis of 'Regular market terms,' cannot be forwarded to interior points by the buyer without the consent of the seller, and the same rules shall apply to terminal market sales that do not contemplate public official weights and inspection."

The foregoing assumes that the sale was made in the customary way and on the usual terms. If the contract made no such specifications the common law would require the buyer to reject instead of accepting, to notify promptly, and to settle

on the basis of the weight at the named destination. Buyer's failure to notify places on him the entire burden of damages.

### Plans for Silo Wanted.

*Grain Dealers Journal:* We would like very much to have some information with regard to building a silo or a mill elevator. Inasmuch as most of the grain will be delivered to the elevator direct from the cars, a power house, driveway or wagon scales will not be needed. We would like to see a plan of a 40,000 bushel plant containing about six large bins. We would want to spout the grain to the mill and have facilities for receiving bagged as well as bulk grain from cars. Any light on the lumber and hardware needed to construct and equip such a plant will be greatly appreciated by the United Grain Growers, Ltd., Calgary, Alta., Canada.

**Ans.:** See Fourth Edition Plans of Grain Elevators, or better still consult an experienced architect who specializes in grain elevators. He can economize in material and power and increase the efficiency of such a plant much more than the cost of his services.

### "And/Or" in Oats Grades?

*Grain Dealers Journal:* I note that the government in the tentative oats grades in the last column of specifications used the term "and/or." What does this mean?—John S. Bicknell.

**Ans.:** And/or is a common phrase in contracts of insurance and charter in Great Britain, and merely cuts down the number of words that would otherwise be required in expressing two options.

The specification "Oats and/or wild oats of other color, per cent," would be correctly expressed thus: "Oats and wild oats of other color, per cent, or Oats or wild oats of other color, per cent." This means that the stated percentage of oats of off color may be of either the cultivated or wild varieties, as English is interpreted.

Unfortunately the Bureau of Markets has in the immediately preceding column a specification separately for wild oats, from which it might be understood that the 10 per cent of wild oats permissible in No. 3 are in addition to the percentage permitted in the immediately preceding column, whereas good opinion is that of the 10 per cent not more than 3 per cent may be wild. Attempts to correct this clumsy verbiage strike a snag in Sec. 1, which provides that the term "oats" shall not include wild oats.

### How Does the Government Buy Oats?

*Grain Dealers Journal:* When the United States Government buys oats, do they usually first buy the option at Chicago or elsewhere and then later when obtaining the actual cash oats resell the option? Is this the method also practiced by exporters?—Kaintuck.

**Ans.:** The men in charge of oats buying at present and for some time past have been experienced grain traders, such as Mr. Halliday and James Norris. Altho the operations of the government quartermaster are veiled in secrecy it is safe to surmise that the oats are being bought the cheapest way. If cash oats are selling considerably below the futures the cash will be bought, and if the futures are away below the cash the futures will be bought, to be resold or given over to the holder of cash oats who sells the government and naturally needs the future to buy in his hedge.

Until trading in wheat for future delivery on the Board of Trade was stopped the foreign governments were heavy buyers of all futures of wheat at the prevailing discounts, which they gave up in exchange for cash wheat towards the maturity of the future, in most cases making a heavy profit, besides the advantage of obtaining just the quality required, which might not be the case if they waited until the seller made delivery on the future contract, as in that case they could expect nothing better than the contract grade.

### Conductor Signing B/L?

*Grain Dealers Journal:* We have no agent at Risk, as the depot has been closed for the duration of the war. When we bill out a car of grain we have the conductor of the local freight train sign B/L. Is the B/L legal with the conductor's signature?—Harry Tjardes, Strawn, Ill.

**Ans.:** A principal is liable for the acts of his employes when acting within the apparent scope of their authority. A freight conductor, authorized to take a loaded car from a station, would be acting within the apparent scope of his authority in signing a B/L when there was no agent to sign, as, of course, the shipper could not be expected to part with his property without a receipt therefor. If the railroad company has acquiesced in this procedure it establishes a custom which is binding.

### Confirmation of Contract?

*Grain Dealers Journal:* Over a year ago I clipped an article out of the Journal giving the outcome of a suit in the Texas courts, to the effect that a confirmation is not necessary to establish a contract; and now a similar case has arisen, so that I would like to have the Texas decision as a precedent; but I can not find the clipping. What was this case? It was an offer or acceptance by telephone or telegraph in which one of the parties alleged it was necessary to accept a written confirmation in order to complete a contract.

We have a case now where the shipper uses the phraseology, "Quote two cars No. 1 white potatoes \$2, Minneapolis." One of the parties to whom this telegram was sent replied, saying "Accept your offer." Meantime the shipper had sold the two cars in question and claimed he made this offer to 25 prospects, but assumed that as long as he did not confirm the acceptance there was no contract.—J. A. A. Martin.

**Ans.:** The suit referred to was that by the J. L. Walker Grain Co., of Fort Worth, Tex., against the Denison Mill & Grain Co., of Denison, Tex., reported in the Journal, Vol. 35, page 286, and in 178 S. W. Rep. 555. Walker held that the 'phone conversation completed the contract and that the confirmation was only for the purpose of record, and the Court of Civil Appeals of Texas sustained his contention. This point is well settled.

Whether a quotation is an offer to sell that can be closed with by acceptance is not so well settled. The broad principle involved is that the minds of the contracting parties must meet. The quotation or alleged offer must be accepted without variation or addition, and if buyer does so the contract must be considered closed. Seller making quotation to many buyers on the same article should protect himself by the clause "subject to prior sale."

A farmer, H. F. Harsh, at Lowell, Neb., wrote "I have about 1,800 bus., or thereabouts, of millet seed of which I am mailing you a sample. This millet is re-cleaned and was grown on sod and is good seed. I want \$2.25 per cwt. for this seed f. o. b. Lowell." The Nebraska Seed Co. replied, "Sample and letter received. Accept your offer, millet like sample, \$2.25 per hundred. Wire how soon can load." Harsh did not ship and the seed company brot suit; but the Supreme Court of Nebraska, in 152 N. W. Rep. 310, held the correspondence did not make a complete contract and decided in favor of the farmer.

### Coming Conventions.

Nov. 19, 21.—Nebraska Farmers Cooperative Grain & Live Stock State Ass'n at Omaha, Neb.

Dec. 10, 12.—South Dakota Farmers Grain Dealers Ass'n at Sioux Falls, S. D.

May 20, 21, 1919.—Grain Dealers Ass'n of Oklahoma at Oklahoma City, Okla.



## Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

### IDAHO.

Ririe, Ida., Sept. 23.—Grain movement is increasing. There were 231 cars shipped from this station in 1917, and it is believed that this number will be increased to 400 cars for 1918.—Jos. E. D. Tomlinson, local mgr., Intermountain Farmers Equity, Inc.

### ILLINOIS.

Chicago, Ill., Oct. 9.—The first car of new corn was received to-day and sold at 86c on a grade of sample yellow, containing 28 per cent moisture. The car was from central Illinois and was two weeks earlier than last year's first shipment.

### INDIANA.

Remington, Ind., Oct. 9.—Oats crop good. Corn will show a good grade; is curing rapidly, yield irregular.—Remington Farmers Elevator Co.

### IOWA.

Hamburg, Ia., Sept. 25.—Some old corn back in farmers hands.—Noble & Reid.

### SOUTH DAKOTA.

Marvin, S. D., Sept. 26.—Both of the elevators are full, no cars.—Steve Pearson, agt., Potter, Garrick & Potter.

### OKLAHOMA.

Oklahoma City, Okla., Oct. 1.—The farmer has on hand from this year's crops 23% of wheat and 45% of oats.—Frank M. Gault, pres. state board of agriculture.

### TEXAS.

Galveston, Tex.—Figures on shipments are not permitted publication until several weeks have elapsed; but during August H. A. Wickstrum, chief grain inspector, reports that 146,453 bus. wheat and no corn was cleared, against 368,000 bus. wheat and 17,610 bus. corn in August last year.

## Wheat Movement in September.

Receipts and shipments of wheat at the various markets during September, compared with September, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	3,234,802	2,128,005	2,052,680	819,641
Chicago	14,872,000	2,010,000	10,228,000	1,277,000
Cincinnati	430,000	.....	470,850	.....
Detroit	186,000	222,000	18,000	23,000
Fort William	4,140,197	12,056,851	2,146,144	7,196,488
Galveston, cars	1,281	266	.....	.....
Indianapolis	416,250	380,000	227,500	138,750
Kan. City	6,892,150	2,349,000	159,300	919,350
Omaha	2,772,000	630,000	1,864,800	126,000
Philadelphia	3,284,174	1,453,581	2,858,967	1,070,918
St. Louis	5,744,215	2,058,318	5,269,970	1,851,330
San Francisco, tons	9,841	5,947	.....	.....
Toledo	616,000	624,800	67,810	81,200
Wichita	2,800,000	403,200	1,108,000	5,600
Winnipeg	10,130,750	19,665,000	.....	.....

## Exports of Grain Weekly.

	Wheat		Corn		Oats	
	1916-7.	1915-6.	1916-7.	1915-6.	1916-7.	1915-6.
Tot. July 1-June	29,118,054,000	283,401,000	33,226,000	54,074,000	132,498,000	120,160,000
	1918-9.	1917-8.	1918-9.	1917-8.	1918-9.	1917-8.
July 6.....	539,000	4,399,000	910,000	420,000	2,187,000	4,799,000
July 13.....	382,000	8,107,000	731,000	927,000	1,841,000	2,351,000
July 20.....	144,000	4,964,000	571,000	936,000	2,482,000	3,800,000
July 27.....	413,000	2,424,000	103,000	1,302,000	2,581,000	3,296,000
Aug. 3.....	543,000	4,757,000	219,000	833,000	2,614,000	3,684,000
Aug. 10.....	1,419,000	4,670,000	182,000	994,000	1,656,000	3,442,000
Aug. 17.....	1,809,000	4,224,000	673,000	572,000	1,437,000	1,914,000
Aug. 24.....	3,504,000	2,280,000	135,000	53,000	1,438,000	2,741,000
Aug. 31.....	2,938,000	2,799,000	253,000	529,000	1,027,000	3,722,000
Sept. 7.....	3,452,000	3,338,000	153,000	287,000	1,125,000	1,361,000
Sept. 14.....	3,739,000	3,903,000	375,000	1,066,000	2,356,000	4,890,000
Sept. 21.....	4,409,000	1,557,000	145,000	132,000	3,657,000	3,512,000
Sept. 28.....	5,088,000	2,340,000	289,000	172,000	2,914,000	2,682,000
Oct. 5.....	5,532,000	2,379,000	153,000	542,000	2,704,000	4,801,000
Totals	33,911,000	52,141,000	4,892,000	8,765,000	30,019,000	46,995,000

## Corn Movement in September.

Receipts and shipments of corn at the various markets during September, compared with September, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	146,620	256,277	.....	897,814
Chicago	9,530,000	2,931,000	2,857,000	1,376,000
Cincinnati	295,900	.....	127,600	.....
Detroit	344,000	92,000	30,000	13,000
Indianapolis	1,938,750	766,250	582,500	220,000
Kan. City	1,425,000	545,000	1,076,250	373,700
Omaha	2,546,400	2,052,000	2,083,200	1,687,800
Philadelphia	20,442	219,543	9,352	120,000
St. Louis	1,483,851	698,233	696,100	639,270
San Francisco, tons	387	241	.....	.....
Toledo	204,300	51,000	46,950	7,100
Wichita	108,000	27,630	75,000	23,000

## Oats Movement in September.

Receipts and shipments of oats at the various markets during September, compared with September, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	574,099	2,691,246	499,877	2,064,506
Chicago	11,417,000	14,767,000	8,730,000	11,101,000
Cincinnati	526,400	.....	260,800	.....
Detroit	412,000	495,000	92,000	86,000
Ft. William	111,683	383,885	377,450	1,142,231
Indianapolis	1,567,800	2,993,400	509,400	1,216,800
Kan. City	3,065,100	2,444,600	1,170,000	1,777,000
Omaha	3,060,000	2,516,000	3,060,000	2,086,000
Philadelphia	735,028	2,681,561	201,013	1,112,573
St. Louis	2,375,045	3,592,175	2,109,240	4,176,890
San Francisco, tons	2,984	2,123	.....	.....
Toledo	1,048,450	917,600	1,428,830	543,500
Wichita	130,000	43,500	65,000	41,500
Winnipeg	331,500	992,550	.....	.....

## Rye Movement in September.

Receipts and shipments of rye at the various markets during September, compared with September, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	29,756	819,670	.....	827,781
Chicago	612,000	551,000	135,000	476,000
Cincinnati	33,000	.....	12,100	.....
Detroit	91,000	99,000	1,000	14,000
Fort William, Ont.	43,460	15,872	3,499	.....
Kansas City	48,400	34,100	15,400	14,300
Indianapolis	66,250	105,000	8,750	43,750
Omaha	44,000	89,100	29,700	55,000
Philadelphia	189,354	160,016	60,000	108,428
St. Louis	56,100	64,390	22,080	38,810
Toledo	42,000	24,600	44,160	19,800
Winnipeg	106,000	.....	.....	.....

## Barley Movement in September.

Receipts and shipments of barley at the various markets during September, compared with September, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Baltimore	5,252	2,239	.....	63,700
Chicago	1,183,000	2,475,000	181,000	667,000
Detroit	5,000	.....	.....	.....
Fort William, Ont.	438,583	596,853	162,115	172,615
Galveston	180,000	87,000	.....	597,353
Kansas City	502,200	277,200	68,900	29,900
Omaha	5,000	.....	325,800	169,200
Philadelphia	64,000	421,450	22,170	9,460
St. Louis	8,467	9,211	.....	.....
San Francisco, tons	6,000	4,200	32,100	.....
Toledo	962,000	946,400	.....	.....
Winnipeg	.....	.....	.....	.....

## Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Big Four 47740 passed thru Champaign, Ill., on I. C. R. R. leaking corn at door post.—Wm. Murray.

M. & St. L. 4248 passed thru Kidder, S. D., Oct. 8 leaking wheat badly at corners, side and ends.—Kidder Equity Exchange.

Wabash 63507 passed thru Decatur, Ill., Oct. 6, leaking corn badly at side.—Karl Bradway, Co. A, Bat. No. 1, Camp Mil-lidin.

S. P. 34878 passed thru Herman, Minn., Oct. 4 leaking wheat badly.—O. Morten-sen, trf. mgr. Cargill Elevator Co.

N. Y. N. H. & H. 94684 was reported by our agt. at Clontarf, Minn. leaking oats badly at side, in train eastbound morn-ing of Oct. 2; and that attention of train crew was called to leak but they did not have time to make repairs.—Cargill Elvtr. Co., Minneapolis, O. Mortensen, traffic mgr.

B. & O. 192621, loaded with wheat, passed thru Taylorville, Ill. on B. & O. Oct. 2 leaking wheat at side. We re-paired while train stood on siding.—Seth F. McClintick, mgr. Farmers Grain & Produce Co.

Frisco 27906 reported by our agt. at Central City, Neb., Wm. Palmateer, to have been leaking wheat very badly at the corners of car while in an eastbound extra Union Pacific train the morning of Sept. 26.—T. B. Hord Grain Co., T. B. King, treas.

P. R. R. 507832 was reported by our agt. at Montrose, Minn., to have been set out at that station on the night of Sept. 24 in bad order, and leaking wheat. The drawbar timber at no brake end was broken and partly pulled out. The car was still there Sept. 26, and section men had repaired it so it did not leak while standing still, but our agt. thought it would leak while being moved.—Cargill Elvtr. Co., Minneapolis, O. Mortensen, traffic mgr.

C. B. & Q. — passed thru Chap-pell, Neb. Sept. 25 leaking at side door. Loaded at Lodge Pole. I overlooked the car number. — Otto Brooks, mgr. Deuel County Elvtr. Co.

N. H. 74146 was reported by our agt. at Hankinson, N. D. to have passed thru his station Sept. 24 leaking at side.—Cargill Elvtr. Co., Minneapolis, O. Mortensen, traf-fic mgr.

M. K. & T. 75238 was reported by our agt. at Clontarf, Minn., to have passed that station Sept. 24 leaking flax at side door; and that the train crew endeavored to stop the leak by stuffing the side door with cloth and hay, but it continued to leak as the train left the station.—Car-gill Elvtr. Co., Minneapolis, O. Mortensen, mgr.

C., M. & St. P. 24600 passed thru Burns, Wyo., Sept. 17, leaking wheat at one end. —Thos. P. McQueen, mgr. Farmers Ele-vator & Milling Co.

C., B. & Q. 103978 was set out at Man-son, Mont., leaking wheat badly over the draw bar.—O. Mortensen, trf. mgr. Car-gill Elevator Co., Minneapolis, Minn.

C. & A. 16315 was side-tracked Sept. 20 at Rio, Ill., en route to Minneapolis on ac-count of hot box. Door open and grain door bulged so bad it looked as if it had leaked a little wheat. We had agent re-seal car door, but they did nothing more.—F. L. Hough & Co.



## Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### A Real Car of Wheat.

*Grain Dealers Journal:* We had unloaded at South Chicago Elevator "D" on Sept. 30 a car of wheat weighing 163,110 lbs., or 2,718 bus. 30 lbs. This, we think, is the largest car on record. The shipper drew \$5,500 on the car.—Logan & Bryan, G. A. Wegener, Chicago.

### Car of 113,310 Lbs. Oats.

*Grain Dealers Journal:* In the last issue of the Journal we note a car of oats shipped out of Des Moines, Ia., and claimed to be the largest. If this claim was made by an Illinois dealer our modesty would keep us out, but from Iowa never, and they can doff their hats to the Sucker State, for on Sept. 6, 1917, we loaded out car No. U. P. 135356 with 113,310 lbs. oats, or 3,540.30 bus., shipped to E. Lowitz & Co.—Gulshen & Gordon, Odell, Ill.

### Trucking Grain to Market.

*Grain Dealers Journal:* I am hauling grain for the farmers. In fact, I keep one of my auto trucks busy all the time at present and have enough hauling in sight to keep one truck going until the first of the year. This is really a side line for me and is the first fall I have engaged in hauling grain. For years I have conducted a city transfer business.

I have found hauling grain for the farmers profitable for myself as well as for the farmers. I am using a common two-ton Reo truck which is not built for hauling grain but I constructed a regular grain bed on the frame and provided it with a hinged end gate so as to facilitate the unloading of the bulk grain. If the elevator here was equipped with a truck dump it would greatly facilitate the unloading of the grain, but the truck I am using together with the grain often weighs over 10,000 pounds so the elevator man warns me to keep off the dump logs.

However, the elevator man helps my driver and they claim that it never takes more than five minutes to shovel the load out the back end gate which, of course, is much quicker than they could possibly untie sacks. At present we are hauling 80 to 110 bus. of grain eight miles over mountain roads and making five round trips a day, and with less effort than the farmers with four horses are making two round trips hauling 85 bushels to a load.

My experience is that one man with a two-ton truck can with a little help in loading haul as much grain each day as three men with a four horse team each, so you can readily appreciate that it is easy for me to effect a saving for the farmers and still realize good compensation for the use of my truck and driver.

I find the farmers here are very glad to make use of my truck in hauling their produce to market. Frequently we have made ten to fifteen miles in an hour with a full load of hogs and by our quick journey have saved the farmer more in

the weight of the stock than the cost of his transportation. We made one trip of fifty-five miles in four hours bringing in three yearling bulls. Had these bulls been driven across country, or even shipped by rail it would have taken two or three days and, of course, been much harder on the stock. We think nothing whatever of making deliveries of 30 miles over the mountains or going that far for grain. Very truly yours, Walter C. House, Livingston, Mont.

### Are Cars Never Repaired?

*Grain Dealers Journal:* We wish to acknowledge having read in the Journal Sept. 10th, that Car No. 3088 T. H. & B. was reported from Proviso, Ill., as being without storm door on one side. The date of this was Sept. 5th.

Our car inspector in C. & A. Yards found this car in same condition without storm door on Sept. 30th.—John Dower, Supervisor, Dept. of Weights, Merchants Exchange, St. Louis, Mo.

### Railroads Rejecting Just Claims on New Grounds.

*Grain Dealers Journal:* As the Government narrows the lines upon which grain shippers may base claims, we are inclined to believe that there can be prepared, either by a good attorney or by some first class man from a railroad claim desk in Chicago, a schedule of the essentials and non-essentials at the present time; and new rulings affecting the validity of claims which, under the old regime, we would immediately recognize as air-tight.

For instance, a certain railroad company returned to us the other day a claim declined on the grounds that inasmuch as we had coopered the car and the car showed leaky grain door, all responsibility fell upon us. We countered by saying that the lumber furnished by the railroad company was second-class lumber and that our coopering of the car was in the natural order of things; that we welcomed a new plan which would involve the coopering of cars by the railroad company; or failing in that, an acceptance or rejection of the cars as properly or improperly coopered by carrier's agent at the time of signing lading and prior to the time cars went forward from one of our plants.

But there is talk of making shippers responsible for all losses due to cooperage, unless it be proven that cars had been roughly handled; so anticipating a bit further, we said to the claim agent in question that it would be necessary for him not only to prove that the coopering of the car under discussion was poorly or improperly done, but that this particular car (out of a great number in this locality known to have been wrecked, ditched and roughly handled) was an exceptional car and was carefully handled.

When the railroad companies undertake to administer these things under the plea of Government control or direction, it is necessary that country shippers have access to latest decisions with reference to losses from cooperage, possible losses from stealage, losses account of miscount or stealage of packages; loss as result of delay, whether with steady or fluctuating markets, and altogether, an interpretation of the Government's intervention in these matters; and whether

the responsibility of the railroads today be greater or less than previously.

For one I would like very much to learn the recent experiences and convictions of others in the matter of the railroad's present method of handling loss and damage claims of grain shippers.—Nebraska.

### Car Shortage Causing Difficulty.

*Grain Dealers Journal:* On account of the shortage of cars, and the small margin in handling grain, the dealers in this section are giving warehouse receipts, only, for wheat. The receipts are redeemable in cash as soon as the grain is loaded out. This renders it inconvenient to many farmers in meeting their fall obligations and increases the amount of interest on their accounts, which is causing dissatisfaction. However, no great delay is anticipated in making shipments, and it is hoped that a steady flow of money can be kept in circulation.—Jos. E. D. Tomlinson, local mgr. Inter-mountain Farmers Equity, Inc., Ririe, Ida.

### Finds Restrictions Burdensome.

*Grain Dealers Journal:* Most of the traveling grain solicitors now covering the Northwest travel in automobiles and thereby are able to see from five to ten dealers in a day. It keeps us on the jump in order to keep in touch with our customers. In these days of governmental handling of some of our business it seems that we are confronted by a new turn every few days, and really are kept busy getting posted. No live grain dealer today has any time left for the little courtesies of business which all like to extend to their friends. All the boys on the road are sadly longing for the time when the War will cease and once again we can do grain business under normal conditions. I wish to commend your interesting news items which I find of great help in keeping track of the grain trade.—MEC.

### Dates of Hearings on New Proposed Oats Grades.

Cash handlers of oats are urged to attend the hearings of the Bureau of Markets on the new proposed oats grades, which were published in the Journal Sept. 25, page 477.

The dates of the hearings are as follows:

The hearings will be held as follows:  
 Oct. 15, beginning at 10 o'clock a. m., Philadelphia, Pa.  
 Oct. 16, beginning at 10 o'clock a. m., Buffalo, N. Y.  
 Oct. 17, beginning at 10 o'clock a. m., Chicago, Ill.  
 Oct. 18, beginning at 10 o'clock a. m., Omaha, Nebr.  
 Oct. 19, beginning at 10 o'clock a. m., Minneapolis, Minn.  
 Oct. 21, beginning at 9 o'clock a. m., Bozeman, Mont.  
 Oct. 22, beginning at 10 o'clock a. m., Spokane, Wash.  
 Oct. 23, beginning at 9 o'clock a. m., Portland, Ore.  
 Oct. 26, beginning at 10 o'clock a. m., Denver, Colo.  
 Oct. 28, beginning at 10 o'clock a. m., Kansas City, Kan.  
 Oct. 29, beginning at 11 o'clock a. m., Oklahoma City, Okla.  
 Oct. 31, beginning at 10 o'clock a. m., Memphis, Tenn.  
 Nov. 1, beginning at 10 o'clock a. m., St. Louis, Mo.  
 Nov. 2, beginning at 10 o'clock a. m., Cincinnati, Ohio.  
 Nov. 4, beginning at 10 o'clock a. m., Atlanta, Ga.  
 The meeting place in each town will be announced later.



## No Permit Applications from Consignees.

The procedure in applying for permits to ship grain under the new system of control fully described in the Journal Sept. 25, page 501, specifies application by the shipper to his local station agent only, and on account of the confusion arising thru applications made by the consignee at destination, the Railroad Administration has definitely stated in Circular No. 31 issued Sept. 26, that no applications will be received from consignees.

Circular No. 31 issued by J. H. Brinkerhoff, chairman of the Chicago Grain Control Com'te, provides as follows:

All permits to ship grain to Chicago heretofore issued are valid, and shippers will be permitted under such permits to ship to any consignee at Chicago regardless of the name of the consignee on the permit.

Applications heretofore made for permits by consignees and not yet issued, are cancelled. No applications will hereafter be received from Chicago consignees.

Applications for permits to ship grain to Chicago must be made on proper blank by the shipper and filed with the railroad station agent, who will mail same to the Chicago Grain Control Com'te, Room 600, La Salle Station, Chicago.

## Food Administration Favors Enforcement of Contracts.

The directors of the Chicago Board of Trade were instructed by the United States Food Administration Sept. 28 to refrain from prohibiting trading and not to fix a maximum price on commodities for future delivery, thus letting all contracts run to maturity without interference. Accordingly, the directors adopted the following resolution:

WHEREAS, The United States Food Administration has instructed that if it be disclosed at the maturity of contract, or at any time during the current month, that there does exist any account, or accounts, having contracts of sale, or any account, or accounts, having contracts of purchase for the purpose of manipulation, or without being eligible for a license, or upon the receiving or delivering of the commodity called for by such contracts, without actually having possession of a United States Food Administration license, and further, on contracts of sale, the ability and facility for making delivery as contemplated by contract, and also on contracts of purchase, a lawful purpose in the receiving of the commodity called for, such purpose being the filling of contracts of sale actually made in conformity with the law, grain for feeding purposes, but not beyond the sixty-day requirement, grain for manufacturing purposes, but not incommensurable with the business requirements, a reasonable amount for a reasonable time for the actual necessities, of the holder of a contract of purchase and his dependents, or for the requirements of grain and provision merchants in the proper conduct and for the purposes of business, but not incommensurate with their requirements for distribution for consumptive purposes—such condition, or conditions, would be considered a violation of the Food Control Law; therefore, be it

RESOLVED, That the Board of Directors of this Ass'n give these instructions its approval; and be it further

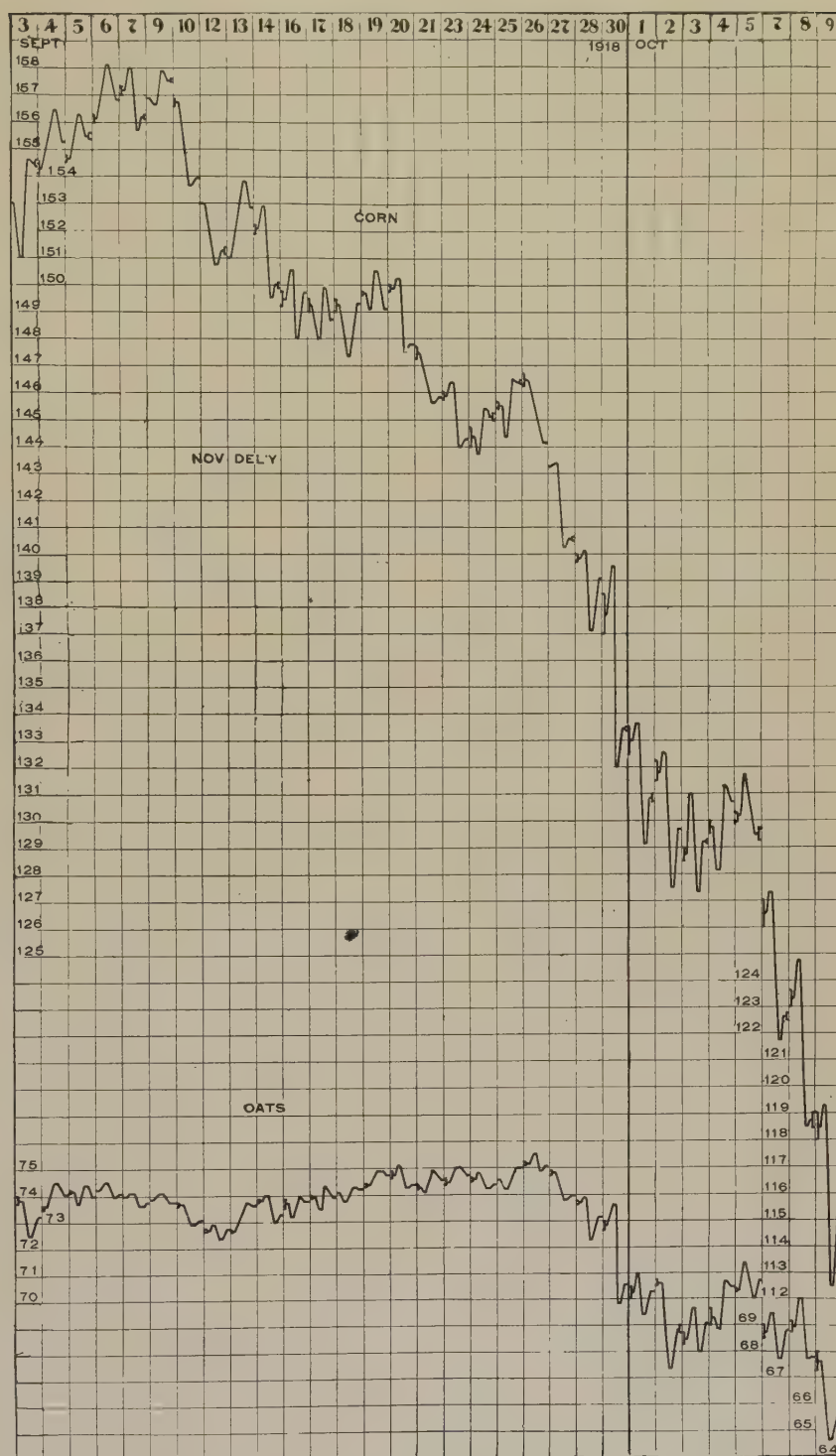
RESOLVED, That on and after this date, Section 1 of Rule XXIII shall operate and be in full force and effect, irrespective of Section 3 of Rule XXIII; and be it further

RESOLVED, That any violation shall be considered a grave offense against the good name and dignity of this Ass'n, and shall be punishable by suspension or expulsion under the provisions of Section 18 of Rule IV of the rules of this Ass'n; and be it further

RESOLVED, That in the case of accounts held by non-members, the agents, who are members, will be held responsible for any delinquency; and be it further

RESOLVED, That this shall not apply to the contracts for provisions for the balance of this year, so far as the maximum prices and the power to stop trading therein are concerned.

Opening, High, Low and Close at Chicago Since Sept. 1.



## Daily Closing Prices.

The daily closing prices of oats and corn for October delivery at the following markets for the past two weeks have been as follows:

### OCTOBER OATS.

	Sept. 25.	Sept. 26.	Sept. 27.	Sept. 28.	Sept. 30.	Oct. 1.	Oct. 2.	Oct. 3.	Oct. 4.	Oct. 5.	Oct. 6.	Oct. 7.	Oct. 8.	Oct. 9.
Chicago .....	74	73 3/4	73	72 3/4	70	69 3/4	68	68 1/2	70 1/4	70 3/4	68 3/4	68 3/4	68 3/4	66 3/4
Minneapolis ..	70 3/4	70 1/4	69 3/4	69 1/4	66 1/2	66 3/4	64 3/4	64 3/4	66 1/4	67	64 3/4	64 3/4	64 3/4	62 1/4
St. Louis .....	74 1/4	74 1/4	73 3/4	73	70 1/4	70 3/4	69 1/2	69 1/2	70 3/4	71 1/4	69 3/4	68 3/4	68 3/4	67 3/4
Kansas City ..	73 3/4	74	73	72 3/4	69 3/4	69 3/4	68 1/2	68 1/2	70 1/4	70 3/4	68 3/4	68 3/4	68 3/4	66 1/4
Milwaukee .....	78 1/4	73 3/4	73 3/4	72 3/4	70 1/4	69 3/4	68	68 1/2	70 1/4	70 3/4	68 3/4	68 3/4	68 3/4	66 3/4
Winnipeg .....	84 3/4	84 1/2	84	83 3/4	83 3/4	83 1/4	83	83 3/4	83 3/4	83 3/4	81	81 1/2	81 1/2	80 3/4

### OCTOBER CORN.

Chicago .....	148 3/4	147 1/4	142 1/2	139 1/2	135 3/4	133	131 1/4	130 1/2	131	130	121	119 1/2	119 1/2	116
St. Louis .....	152 1/4	150 3/4	146 1/4	144 3/4	140 3/4	139 3/4	136 1/2	135 3/4	136 3/4	135 3/4	125 3/4	122 3/4	122 3/4	119
Kansas City ..	154 3/4	152 1/4	148 3/4	146 3/4	142 3/4	140 3/4	139 3/4	139 3/4	137	135 3/4	128 3/4	126	126	121
Milwaukee .....	148 3/4	147 1/4	142 3/4	139 3/4	136	133 1/4	131 1/4	130 1/2	131	130	119 1/2	119 1/2	119 1/2	116

\*November oats after Oct. 1. †November corn after Oct. 3. ‡November corn after Oct. 5.



## Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

### IDAHO.

Ririe, Ida., Sept. 23.—A large crop of wheat is being realized, and it is of good quality.—Jos. E. D. Tomlinson, local mgr. Intermountain Farmers Equity, Inc.

### ILLINOIS.

Bloomington, Ill., Oct. 7.—There was about 10,000 acres of wheat grown in McLean County last year and approximately 70,000 acres will be seeded this fall. A good average yield of corn is practically assured. The earlier maturing varieties such as Funk's 90-day has done exceptionally well.—Funk Bros. Seed Co.

Springfield, Ill., Oct. 9.—A large acreage of winter wheat is being put in. Early sown coming up. Most of corn crop is beyond danger from frost and really was benefited by light to heavy frost on Sept. 27. The small amount of late corn suffered about 15% damage. The week was dry and rather warm, and very favorable for corn ripening and wheat seeding. Corn is mostly beyond frost danger. Husking will begin next week. Winter wheat and pastures are in good condition, but rain would be beneficial.—Clarence J. Root, meteorologist, U. S. Weather Bureau.

### INDIANA.

Evansville, Ind.—Two frosts have fallen in southern Indiana, but they were so light growing corn was not damaged. Corn in bottom lands is looking good and, barring early killing frost, the yield should be at least up to the average. On hilly land the corn is not looking so good. Many farmers in southern Indiana and Illinois and western and northern Kentucky have finished sowing wheat and a much larger acreage was sown this fall than last.—C.

### IOWA.

Hamburg, Ia., Sept. 25.—Corn crop is fair on bottom land and very spotted on upland. A large acreage of winter wheat sown in this territory.—Noble & Reid.

### MICHIGAN.

Lansing, Mich., Oct. 5.—The estimated yield of wheat is 14.29 bus., and the per cent of acreage sown this fall, compared with last year is 97. The rye acreage sown this fall is 99% of last year's. Estimated average yields per acre are: Barley, 29.43; oats, 39.52; corn, 20.91; beans, 9.23. Speltz was grown on 5,991 acres, as reported by threshermen and yielded 166,388 bus., or 27.77 bus. per acre.—Coleman C. Vaughan, sec'y of state.

### MISSOURI.

Kansas City, Mo., Oct. 3.—Corn is very short in parts of Missouri and Kansas, and in Oklahoma.—Harnden Seed Co.

Jefferson City, Mo., Oct. 10.—Missouri corn now indicates 149,221,440 bushels against 252,000,000 last year and 276,336,000 for a full crop. Rain helped scattered fields of late corn in all sections. Greatest improvement was made in north third of state, especially first tier of counties. Scotland has the best corn in ten years. The state crop is 80% matured with late corn ripening slowly. The acreage sown to wheat is 3,775,000, the greatest in Missouri. Spring wheat surprised in favorable results, with 217,560 bushels of 90% quality, mostly in northern counties and satisfactory yield yet injured by drouth. Oats, 42,920,000 bus. against 59,200,000 last year, quality 88%, average yield 29 bus. against 40 last year and 26 average year. yields cut by drouth and smut damaged 10 per cent. Barley, 25 bus. per acre, 175,000 bus., 93% quality.—Jewell Mayes, sec'y state board of agriculture.

### NEBRASKA.

Chappell, Neb., Sept. 25.—We have plenty of moisture and fall crops are in fine condition.—Otto Brooks, mgr., Deuel County Elevtr. Co.

### NORTH DAKOTA.

Kensal, N. D., Sept. 25.—Wheat goes about 20 bus. per acre.—Kensal Farmers Elevator Co.

### OKLAHOMA.

Gracemont, Okla., Oct. 3.—No grain crop here this year on account of drouth. The fair crop of cotton will tide the farmer over. A lot of wheat is being sown here, which has never been done before, and the late rains have put the soil in fine condition for wheat sowing.—C. A. Downing, agt. Chickasha Milling Co.

Oklahoma City, Okla., Oct. 1.—Corn prospect is for 21% of a full crop, compared with 40% on same date last year. Thirty-nine percent of the total acreage was abandoned. Average yield is estimated at 7 bus. per acre, compared with 13 bus. last year. Total production estimated at 26,824,000 bus., compared with 41,827,000 bus. last year.—Frank M. Gault, pres. state board of agriculture.

Chicago, Ill., Oct. 4.—There were good scattered rains throughout the state since our previous report was issued, but good general soaking rains are needed. Recent rains will benefit cotton, broom corn and feed crops in sections where same were not previously damaged, and place the ground in better condition for farmers to plant Winter wheat, which is well in progress. Early plantings are showing above the ground. As previously reported the corn crop is practically a failure, account the drouth and hot winds prevailing the past summer.—S. H. Johnson, frt. trf. mgr., C., R. I. & P. R. R.

### SOUTH DAKOTA.

Marvin, S. D., Sept. 25.—Wheat doing as high as 35 bus. per acre; oats up to 80.—K. A. Ramsey.

Eden, S. D., Sept. 26.—A fine crop of wheat.—F. C. Palmer, agt. Osborne-McMillan Elevator Co.

Herrick, S. D., Oct. 5.—On account of three hail storms in this territory the grain crop does not amount to much this season.—Chas. Nagel, agt. Nye, Schneider, Fowler Co.

### WASHINGTON.

Pine City, Wash., Sept. 25.—The wheat crop averages only 12 bus. per acre.—H. S. Mann, agt.

Ruff, Wash., Sept. 26.—The crop has been lighter in this section this year than ever known before. The average yield is about 4 bus. per acre.—Griffith Union Grain & Trading Co.

## Grain Conditions and Harvests.

That corn has been ripening slowly, and in some sections was not out of danger from frost on Oct. 3 is the statement made in the crop report issued by P. S. Goodman, of Clement, Curtis & Co. Condition of 66.6 is indicated, with a crop suggestion of 2,632,000,000 bus., which is 525,000,000 bus. less than last year's final. Quality of the present crop is said to be so much better as to suggest that the feeding value of the crop will be 2,307,000,000 on the crop estimate, compared with 2,370,000,000 last year.

Preparation of the land for fall seeding of wheat is reported as general, and an increase in the acreage seeded over last year is evident, tho in the southwest drouth conditions prevailed too long to encourage heavy seeding. The average yield for spring wheat is given as 15.8 bus. per acre, making a crop of 356,000,000 bus., which is 144,000,000 more than last year and equals the crop of 1915. Production of all wheat was about 930,000,000 bus.

Average yield of oats was 34 bus. per acre, giving a total crop of 1,513,000,000 bus., which is 75,000,000 less than last year.

In the prairie provinces of Canada the total wheat production is placed at 166,000,000 bus., and oats 184,000,000.

The wheat production of this country and Canada suggests 400,000,000 bus. available for export, and the excess in Australia, Argentine and India makes almost a billion bushels of surplus wheat. Further production of wheat will be large, if the next season is favorable, as a large acreage will be seeded.

## Government Crop Report.

Washington, Oct. 8.—The Crop Reporting Board of the Bureau of Crop Estimates makes the following estimates from the reports of its correspondents:

	1918.	Change	Dec.
	Index-	Since	Est.
	1917.	Sept. 1.	1917.
Winter wh't, bus.	555,725	.....	418,070
Spring wheat, bus.	363,195	+20,340	232,758
All wheat, bus...	918,920	+20,340	650,828
Corn, bus. ....	2,717,775	+45,935	3,159,494
Oats, bus. ....	1,535,297	+57,949	1,587,286
Barley, bus. ....	236,505	+ 670	208,975
Rye, bus. ....	76,687	.....	60,145
Rice, bus. ....	41,918	+ 1,039	36,278
Hay (tame), tons.	71,555	.....	79,528

\*Three 000 omitted.

### CORN.

	Condition	*Forecast	
	Oct. 1.	1918.	*Dec.
	10-yr.	Oct. 1	est.,
	ave.	condition.	1917.
Penn. ....	79 82	62,113	62,212
Va. ....	88 82	69,509	72,275
N. C. ....	86 82	60,630	60,000
Ga. ....	86 85	69,080	72,000
Ohio ....	76 83	135,423	150,100
Ind. ....	78 82	192,224	203,436
Ill. ....	76 7	349,448	418,000
Mich. ....	70 76	51,450	37,625
Wis. ....	56 77	66,739	42,196
Minn. ....	93 80	104,206	90,000
Iowa ....	83 79	402,147	410,700
Mo. ....	54 71	149,221	252,000
S. D. ....	99 80	110,256	97,150
Neb. ....	57 71	147,470	249,480
Kan. ....	20 53	46,696	128,184
Ky. ....	74 82	96,681	122,850
Tenn. ....	72 82	82,758	111,150
Ala. ....	74 81	70,996	77,200
Miss. ....	66 79	63,591	84,050
La. ....	58 80	35,728	42,246
Tex. ....	44 66	90,277	77,825
Okla. ....	24 51	25,553	33,150
Ark. ....	47 77	35,887	67,200

U. S. .... 68.6 75.0 2,717,775 3,159,494  
\*In thousands of bus., three 000 omitted.

### OATS.

	Yield per	Total production	
	acre.	in thous. of bus.	
	10-yr.	1918.	Dec. est.
	ave.	1917.	
N. Y. ....	42.0 32.0	56,238	44,625
Penn. ....	39.0 31.5	47,190	41,125
Ohio ....	44.0 34.6	84,348	78,100
Ind. ....	42.0 31.8	79,506	76,440
Ill. ....	44.5 35.8	213,333	244,400
Mich. ....	40.5 33.0	67,149	56,575
Wis. ....	46.0 35.4	107,640	99,000
Minn. ....	41.0 32.0	134,562	120,250
Iowa ....	41.5 35.0	220,033	246,750
Mo. ....	29.0 26.1	42,920	59,200
N. D. ....	24.0 25.8	60,576	38,625
S. D. ....	39.0 27.8	75,816	65,450
Neb. ....	20.0 27.7	57,120	115,444
Kan. ....	23.0 26.4	52,003	70,804

U. S. .... 34.5 31.2 1,535,297 1,587,286

### SPRING WHEAT.

	1918.	1917.	Dec. est.
Minn. ....	21.0 14.0	84,798	56,525
N. D. ....	13.0 11.0	99,190	56,000
S. D. ....	19.0 11.3	80,617	50,344
Wash. ....	9.5 18.6	16,416	18,360

U. S. .... 16.1 13.1 363,195 232,758

IN CHINA's northern Anhui district the wheat harvest has been the best within the past 10 or 15 years; in fact, it is said to have been surpassed only by the wheat harvest of 25 years ago. This would naturally lead one to conclude that this year's yields per mou would be record breakers. A survey was made in which answers regarding yields were obtained from 51 farmers in widely separated districts. Their yields were averaged together, with the result of 3.3 do (do=44 pounds) per mou (mou=1/2 acre). Figured in yields per acre this is a yield of 14.5 bushels per acre, or just one-half bushel less than the 10-year average yield for United States between the years 1906-1915. Several representative farmers have also estimated the average yield for this district as being about 3 do. No one has ever spoken of the average yield as more than 4 do, while one man owning 700 mou of land estimates the average at 1 1/2 do.



## Buckwheat Crop Reports.

Jefferson City, Mo., Oct. 10.—The yield of buckwheat is 67,860 bus., and the condition 58%, against 78% last year.—Jewell Mayes, sec'y state board of Agriculture.

Baldwinsville, N. Y., Oct. 4.—The buckwheat crop around this section has all been damaged by the early frost. The acreage is about the same as last year.—Mercer Milling Co.

Toronto, Ont.—The acreage of buckwheat on Ontario farms is 223,662, against 153,457 in 1917 and 229,205 in 1916.—W. O. Galloway, sec'y Ontario Bureau of Industries, Ontario Dept. of Agriculture.

Lena, Wis., Oct. 4.—Acreage of buckwheat is about the same as last year, with yield and quality some better than last year. Farmers sow about the same every year, and sow buckwheat when other crops fail.—J. N. Bassett.

Lansing, Mich., Oct. 5.—The estimated average yield of buckwheat in Michigan is 12 bus. per acre; in the southern counties, 12.03; in the northern counties, 11.73, and in the upper peninsula, 24.—Coleman C. Vaughan, sec'y of state.

West Branch, Mich., Oct. 5.—Compared with 1917 the buckwheat acreage is 75% and the yield 110%. The acreage is 50% of normal and the yield 70%; quality fair. The acreage has decreased with increase in other cereals.—Edw. E. Evans.

Berlin, Wis., Oct. 3.—The buckwheat acreage this year is a little above the average and the growing season has been favorable. The grain will be harvested about the middle of this month if the weather is dry.—Stillman, Wright & Co.

Janesville, Wis., Oct. 4.—Weather conditions have been far more favorable to the buckwheat crop this year than usual. The result is that the crop in very nearly all sections where it is grown is larger than last year. There has as yet been no movement of the new crop, therefore, no prices have been established.—Blodgett-Holmes Co.

Fulton, N. Y., Oct. 8.—Buckwheat will be about 60% of a crop in this locality. We had a large acreage and a good growth of straw, but an early frost injured much of it and utterly destroyed some.—Gilbert & Nichols Co.

Adamsville, Pa., Oct. 8.—We have a little larger acreage of buckwheat than usual in Crawford County. At this writing there has not been any threshed, but there appears to be a very fair crop of good quality. If the weather is favorable I will be loading in a very few days.—Stanley S. McCurdy.

Fairchild, Wis., Oct. 5.—The buckwheat crop is a little larger than last year and of good quality. The acreage is about the same as last year, but the yield is larger. Some was killed by frost. Very little buckwheat is coming to market, altho we had exceedingly fine weather for threshing. There will be enough to supply the trade, and some to ship out, but in the form of flour.—N. C. Foster, pres., N. C. Foster Lumber Co.

Washington, D. C., Oct. 8.—The condition of buckwheat Oct. 1 was 76.6% of an average, compared with a 10-year average of 78.6. The yield per acre is 18.6 bus., against 17.4 in 1917, and the acreage is 1,045,000, or 103.9 per cent of 1917. The indicated crop is 19,473,000 bus., or 620,000 less than indicated a month ago, compared with 17,460,000 last year.—U. S. Dept. of Agriculture.

Wilkes-Barre, Pa., Oct. 5.—The acreage in this section was very large, but the yield in the early buckwheat is very disappointing. Some farmers only report getting from ten to fifteen bushels per acre. We have had exceedingly wet, cold weather the last two or three weeks, and as a result we have only received about one car of new buckwheat up to this writing. The quality of this grain, however, was very good. We think the farmers are showing a tendency to increase the area of buckwheat, but we do not think

that Pennsylvania will have anything more than a fair average crop, altho the acreage was very large. We are paying the farmers anywhere from \$3.25 to \$3.50 per 100 lbs. for good, sound, dry milling buckwheat.—Miner-Hillard Milling Co.

Cohocton, N. Y., Oct. 5.—Buckwheat was planted in the largest acreage ever known in this country. This being true practically in all sections. The crop was injured somewhat by dry weather and hot sun in the middle of August, although not to any very serious extent. There was a frost on the night of Sept. 10, which did considerable damage from around Erie, Pa., eastwardly thru to Binghamton, covering the entire section of the country which produces buckwheat in largest quantity. The frost was more severe from the line drawn north and south through Batavia than it was west. After careful canvass of the situation we think that the crop this year will be 80% to 90% of a normal crop, and a larger crop than we had last year. It will move late, however, as since buckwheat has been in condition to cut, it has rained nearly every day. It will likely be Oct. 25 to 30 before buckwheat moves in any considerable quantity.—A. L. Bailey, pres. Larowe Buckwheat Flour Corporation.

Butler, Pa., Oct. 5.—The early lots of buckwheat are now being delivered and we regret to advise that some of the threshing yields are rather disappointing. It seems that the early buckwheat was injured to some extent by extremely hot weather. This caused the grain to develop without being properly filled so that a large percentage of the grains are blown out in threshing. In some sections considerable of the late buckwheat was injured by frosts so that the yield in many fields will be cut down 50 to 75 per cent. It is difficult to offer anything like an accurate estimate of the crop under these conditions. At this time, however, we would estimate that the total crop will not be much larger than that of last year. We believe the acreage is somewhat larger, but the yields reported so far are not as large as anticipated some little time ago. During the past few years the growers have received big prices for their buckwheat and this had had a tendency to induce them to plant a larger acreage. Buckwheat has found a ready sale during the past few years and practically no surplus has been carried over from one crop to the next. So far, the weather has been favorable for the buckwheat harvest in this section and the grain is being threshed out in good condition. Farmers seem to expect an equal price for their buckwheat to the price they are receiving per pound for their wheat. They are, no doubt, justified in this in view of the fact that under present conditions the probable cost of buckwheat per pound to the farmer is almost equal to that of the wheat cost. Prices of buckwheat flour will likely be very firm and considerably above wheat flour prices in view of the fact that a large percentage of the buckwheat grain consists of hulls which are practically worthless.—H. J. Klingler & Co.

SAMPLES of wheat, rye, barley and oats were stored for ten years in open beakers under conditions similar to those in the granary, and were examined every year. The germinative faculty suffered most in the case of rye, and least in oats, the germinative power also diminishing. The weight of the embryo and corn fluctuated slightly in both directions. In wheat and rye the volume-weight remained practically unaltered, whilst that of barley and oats slightly increased. The percentage of moisture also fluctuated to a small extent, year by year. The amount of dry substance per 1,000 kernels showed a small increase (0.4-5.4 per cent) in the ten years, owing, it is assumed, to the accumulation of the starch-conversion products at a greater rate than their elimination by respiration.

## Shippers Have Not Lost Right to Pay for Grain Lost by Carrier.

By W. M. Hopkins.

The Federal control of railroads has in no degree taken away the right of a shipper to have delivered at destination, in good condition, the amount of property received by it for transportation from point of shipment.

In the case of the loss of grain in transit on account of a leaky grain door, the carrier cannot be lawfully excused from making restitution for the loss on the ground that the shipper coopered the car and therefore the hazard of transportation was transferred from the carrier to the shipper.

The bill of lading delivered to the shipper by the carrier was a receipt for a certain amount of property and it was the duty of the agent of the carrier to examine the car and ascertain whether or not it was in a suitable condition to safely transport the property therein contained. It must be assumed that the agent of the carrier performed that duty and, after such examination, issued a bill of lading. The hazard of transportation, therefore, from the moment the bill of lading was issued, belonged to the carrier and not to the shipper.

It is unfortunate, but true, that a great many claim agents have in the past used all manner of trivial excuses and subterfuges to avoid acknowledgment of the equity or payment of a just claim. Such practice has unquestionably brought into disrepute certain railroads and has created a public prejudice and feeling that railroads were using unfair means to avoid the payment of just claims. This criticism is well founded as to some railroads, but not so as to others.

We understand that the practice of certain claim agents, as above recited, is not countenanced by the Railroad Administration and an effort is being made to systematize the payment of claims to the end that the railroads will make restitution for loss or damage of property in transit and that when the system gets more fully organized and efficiently operating, it will simplify as well as expedite claim adjustments.

Moreover, the Government has selected a man who has a reputation for being efficient and fair for the head of the Claim Bureau in this section. If a shipper feels that he has not been fairly treated by any particular railroad, he may take the matter up personally with Mr. J. H. Howard, whose office, I think, is in the Transportation Building in Chicago, and whose intention it is to see that all claims get a square deal.

The plan of operation, while not working very smoothly at the present time, gives promise of greater expedition and efficiency in the future in the handling of claims and it has the advantage of taking away the unfair methods, subterfuges and excuses which certain claim agents have heretofore indulged in by an appeal to a higher, broader and unprejudiced authority.

FARMHANDS are used right in Canada, as they are fined for disobeying the farmer, as in the case of Clarence Olson, in the Portage Plains district. He took a day off to go shooting and refused to assist with threshing, claiming he had not been hired to do threshing. Magistrate Marshall fined him \$26.50.



## Separating the Commodities Handled.

BY AUDITOR PENN.

If the Food Administration adopts the method of applying the provisions of the Food Control Law relating to profits obtained from the handling of grains as suggested to it by the Advisory Com'te whose work was explained by Mr. A. E. Reynolds, of Crawfordsville, Ind., at the recent convention of the Grain Dealers National Ass'n at Milwaukee it will be absolutely necessary for every grain dealer to arrange his accounting system so that it will show the volume of business done in grains and in commodities other than grains and the amount of profit derived from and the expense incurred in handling of grains and other commodities. As this is a thing which every accounting system should show, regardless of laws or administrative requirements, it will be well for each dealer to give some thought to the matter so that he make the necessary changes in his bookkeeping methods.

To separate the business into its several commodities is a very simple matter, notwithstanding the fact that it may appear complicated at first glance. In the Grain Dealers Journal for October 25, 1917, this matter was explained in detail on pages 650 and 651; the method given in that article applying in every essential respect to the problem of separating the business done in grains, coal, flour and feed, and any other commodities that may be handled as side lines.

However, it must be pointed out that the article referred to was written for the purpose of explaining the method of determining the cost of handling grain, and that side lines were not taken into consideration; and for that reason it will be necessary to carry the idea somewhat further to enable the dealer to apply the principles therein explained to the new problem that confronts him.

In doing this it must be stated that, so

far as the accounting system is concerned, the handling of coal does not differ from the handling of corn. All that must be done is to consider dollars paid for and received from coal as such, and not permit them to get mixed with dollars paid for and received from corn on the books. Obviously it is impractical to keep the dollars themselves in separate drawers in the safe, or in separate bank accounts, and therefore the separation must be made at some point or points in the bookkeeping system.

**APPORTIONING EXPENSES:** To accomplish this purpose the dealer must know, first of all, what his wheat, his corn, his coal and his other commodities cost him when he buys each; then he must know how much expense he incurs for each commodity; and finally he must know how much he receives from the sale of each.

He will need to open a separate ledger account for each commodity, charging the proper account for the amount of money expended for each purchase, and crediting it for the amount received from sales. That much is evident, and no difficulty is encountered until the apportionment of expense is taken up for consideration.

But even this is not the bugaboo it seems at first thought, because all that one need do is to determine as nearly as possible just how much of his expenses are occasioned by each commodity and then make the proper charge on the books. Every item of expense that is directly chargeable to a given commodity and to none other should be so charged; thus, \$10 paid for unloading a car of feed should be charged to the feed account and wheat or corn or coal should not be made to bear one cent of it. An unfortunate condition that exists in all business is that only a few expense items can be considered as being directly chargeable to a certain portion of the business, while by far the greater por-

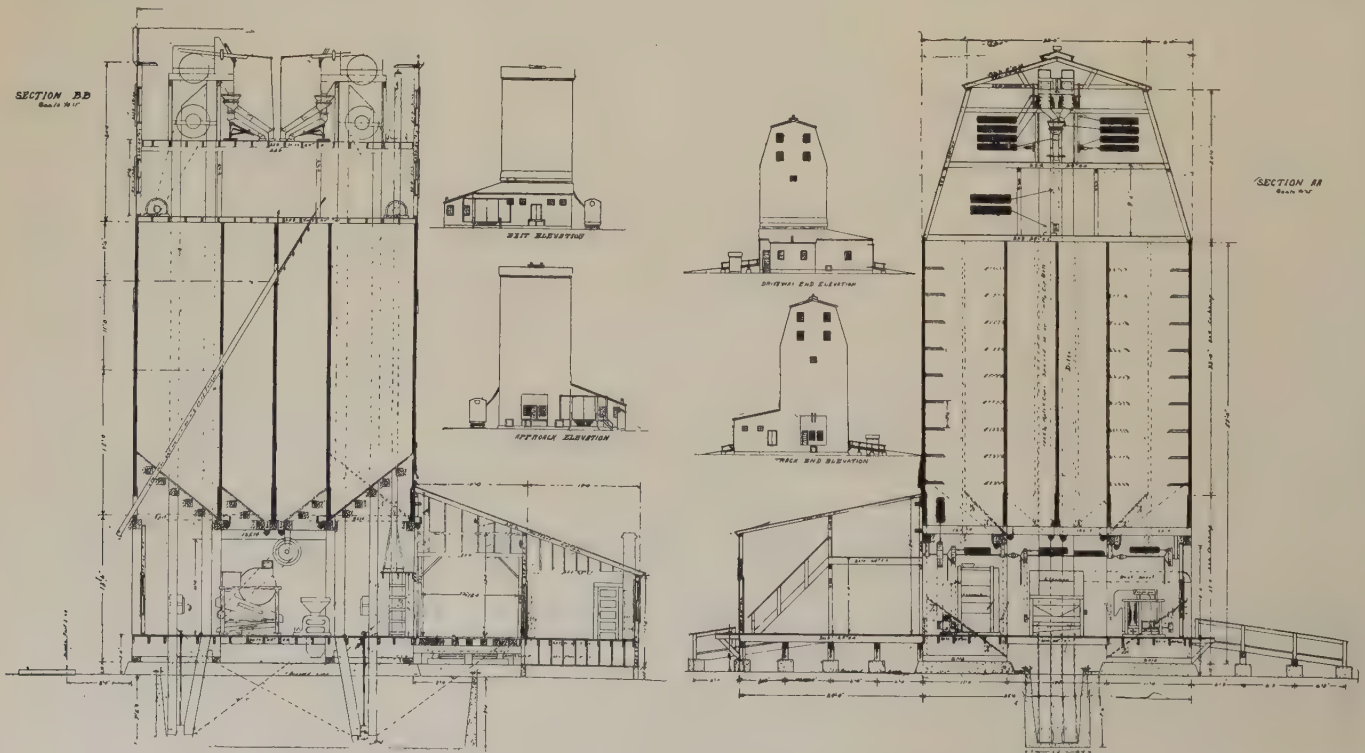
tion of expense will be general in its nature, and some method for apportioning it must be devised.

It may as well be stated in the beginning that in the average grain business it will not be possible to apportion general expenses among the various commodities in a manner that is absolutely correct. The best that can be done is to make each commodity bear a percentage of the expense equal to its percentage of gross sales of the preceding year.

It is next to impossible to find a factor of weight or measurement that can be applied to all commodities in common. But all commodities are resolved into dollars of cost and dollars of sales receipts in the accounting system, and for that reason the fairest and easiest way is to apportion general expenses among the various commodities on the basis of the volume of business in dollars and cents.

**FOR EXAMPLE,** if the business under consideration handles wheat, corn, oats and coal, and has had a yearly turnover of \$300,000, of which \$100,000 was wheat, \$100,000 was corn, \$80,000 was oats, and \$20,000 coal, then the general expenses on that business should be prorated as follows:  $\frac{1}{3}$  to wheat;  $\frac{1}{3}$  to corn;  $\frac{4}{15}$  to oats; and  $\frac{1}{15}$  to coal. And, the total of expenses directly chargeable to a commodity, plus its prorata portion of the general expenses, will give the cost of handling that commodity. This cost deducted from the gross profits realized on that commodity will show the net profit returned by the commodity.

It is probable that for the purpose of the Food Control Law it will be satisfactory simply to separate the business done in grains from that of commodities other than grains; but for the good of the business itself the separation should go even farther than that, not stopping until it has been separated into each of its component parts. The full advantage of this separation will be shown, not merely in the ability which it lends to the owner of the business to make his reports to the



Cross Sectional Elevation of Farmers Elevator at Deary, Idaho.

End Sectional Elevation Farmers Elevator at Deary, Idaho.

[See facing page.]



Food Administration in a clear way, but more particularly in the intimate knowledge of his business which it gives him. No longer will he need debate in his mind whether this or that commodity is returning a profit; he may go to the records and determine the question accurately, and in the light of the knowledge thus gained he will be able to increase the profits of particular commodities, or to discontinue handling them if he finds they continue to show losses. No grain dealer can afford to handicap the profitable departments of his business with unprofitable and unpromising side lines.

IT IS THE OPINION of this com'te that a firm offer without any limitation as to the amount is good for acceptance until there is a change in the market or the offer is withdrawn, and in this case defendants did not send out their wire until after the close of the market and the same offer went out to four other firms and, as the offer did not carry any limit as to the amount that they would accept on their bid, they were bound to accept any amounts offered that were within their hands before the opening of the market on the next day or until they had wired a cancellation of their offer, which they did not do. Therefore, we would find for the plaintiffs and order the Franke Grain Co. to pay to the Leopold-Todd Grain Co. the sum of \$1,300 and the costs of arbitration.—Elmer Hutchinson, Jno. S. Green and F. E. Barker, Arbitration Com'te No. 2, Grain Dealers National Ass'n.

IN AN EIGHT PAGE large size booklet, the Updike Grain Co. of Omaha not only tells of the personnel of, and the service rendered by the Updike Organization, but describes the facilities the company has for rendering service to the grain trade. The booklet contains a large size photo of Nelson B. Updike, president of the company, together with a cut of their elevators at Council Bluffs, Ia., Milwaukee, Wis., and Omaha, Neb. The booklet is an excellent example of constructive advertising designed to build goodwill for service rendered by a business organization.

## Grain Elevator of New Design at Deary, Idaho.

The opening of new territory to grain growers and the adoption of bulk handling methods to facilitate the marketing of their ever increasing crops generally results in the development of new ideas in elevator construction and arrangement.

Illustrated herewith is a 35,000 bu. studded elevator of new design erected for H. W. Collins, Pendleton, Ore., for the Farmers Warehouse & Elevator Co., at Deary, Ida., and also for the Farmers Elevator at Toppenish, Wash. The Deary house, which was completed in 55 days by the Glasser Construction Co., was built on a cost-plus contract with a guaranteed cost.

The elevator proper is 35x35x about 80 feet high. The concrete lined basement is roomy and well lighted, intended probably for the handling of potatoes. The working floor is in the form of a cross and has openings on three sides of the elevator. The house contains 20 bins, four large square bins in the corner extending down to the first floor, while the remaining 16 hoppers bins are over the working floor. On the working floor is an automatic scale, a scourer, a cleaner and oats separator, a motor to run these machines, and a man-lift for easy access to the floors of the cupola.

The four legs are equipped with 10x 5½" Minneapolis V-buckets, 10" centers. The legs are operated by two electric motors in the cupola, two legs being on the loading side of the house and two on the receiving or dump side of the house. Any leg can be operated independently of the others. Grain is diverted by means of double distributing spouts to bins on each side of the house or direct to one of the two 6¼" loading spouts, which are formed of well casing.

The driveway is through a lean-to extending 41 feet along the side of the elevator and adjoining the driveway is a one story office and sample room. These offices are divided into two rooms and well lighted. The beam of the dump scale in driveway extends into the sample room. The floor of the driveway is covered by 3x10" planking while the approaches are covered by 2x6" planking doubled. The driveway openings are provided with double steel rolling doors

so the operator can easily open or close his house without any interference from the wind. The dump scale is arranged to quickly relieve the farmer's wagon of grain as he passes through.

Adjoining the elevator on the other side between the driveway and the railway is a commodious warehouse from which commodities can be received or loaded directly into cars.

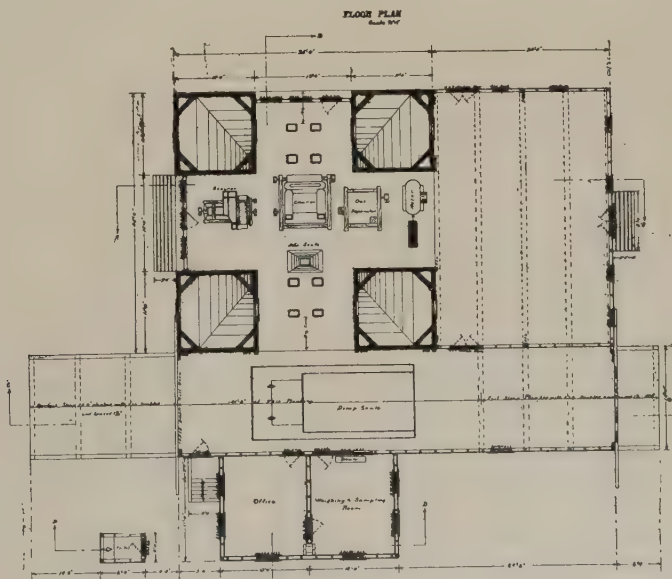
The two story cupola is commodious, well lighted and provided with ventilators in the roof. It should not be overlooked that this elevator is designed for a section of the country where all kinds of lumber are easily obtained at comparatively low prices. While some elevators have been erected in the older sections of the country with Gambrel roof cupolas, it has long ceased to be popular in those sections because of the smaller cost of constructing the ordinary Texas or headhouse.

A STATISTICAL report covering crop conditions Aug. 1, and giving figures regarding the production of various crops in the years from 1860 to 1918, inclusive, has been published as Circular No. 267 by the Illinois Dep't of Agriculture.

Risks on 75 elevators not in the terminal grain elevator ass'n have been assumed by the Underwriters Grain Ass'n. With the accumulation of grain its liability is steadily increasing, and recently included \$3,857,500 on the fire-proof Great Northern S and annex at Duluth, \$2,222,500 on the Santa Fe A and annex at Kansas City, \$2,378,750 on Calumet C in Chicago, and \$2,242,875 on the Chicago and St. Louis elevator and annex in Chicago. As soon as the shortage in clerical help will permit the Ass'n will issue a bordereau of the insurance taken over as well as the new business written on the co-operative plan. The total liability on buildings and grain amounts to \$39,669,754, with an unearned premium of \$307,824. It has been found that two houses taken over at the start are not strictly terminal elevators, but do a certain amount of manufacturing, and it has been thought advisable to drop them from the list. These are the Cragin A and B elevators in Chicago and the Devereaux feed mill at Minneapolis.



Elevator of New Design at Deary, Idaho.



Floor Plan of Farmers Elevator at Deary, Idaho.  
[See facing page.]



# Shortage Remedies

## Scalemen Make Recommendations.

During the recent convention of the Grain Dealers National Ass'n at Milwaukee a meeting of terminal weighmasters and members of the Grain Weighing Com'te of the National Scalemen's Ass'n was held. The meeting was attended also by others interested in the weighing of grain.

As chairman of the Grain Weighing Com'te, H. A. Foss, Board of Trade Weighmaster, Chicago, called the meeting to order and announced the purposes for which it had been called. He said:

### OBJECTS OF MEETING.

It was my privilege and pleasure to address the scalemen at the last meeting of their National Ass'n, on the subject of "Weights from a Weighmaster's View-point"; and, at that time, having fresh in mind the indictment of grain weights and grain weighing equipment, in the testimony presented at the grain claim hearings of the Interstate Commerce Commission, I felt that I could, with propriety, take advantage of the invitation, by recommending the appointment of a Com'te on uniform weighing.

The result of my suggestion, I am pleased to say, was the appointment of the existing Com'te on grain weighing of the National Scalemen's Ass'n. But still I was not entirely content, for I realized the importance of having each and all of the different terminal grain-weighing departments of the United States represented, when subjects vital to the grain weighing problem are being considered for the purpose of securing uniformity of practice, and greater efficiency, in all branches of the scale and weighing work.

Therefore, as chairman of the Com'te, I took it upon myself, after conferring with some of my friends in the weighing business, to invite the Terminal Weighmasters from all over the United States to join us in our deliberations. Hence, this conference today, to which I am pleased to welcome you all.

The various problems connected with the weighing of grain were discussed at length and the following resolutions and recommendations were adopted as representing the scalemen's ideas of things that will be necessary to dispose satisfactorily of the several questions pertaining to the transportation of grain.

### Seals.

WHEREAS, The seals used by some of the carriers for sealing the doors of box cars bear duplicate identification marks which makes it possible to seal and reseal cars in a given yard or district many times without any change in the identification marks to show that the original seals placed on the doors in such yard or district have been broken and the car doors resealed; and

WHEREAS, On the other hand, many of the carriers use seals for sealing their cars that permit of the identification of each individual seal used; such seals being generally known as "Consecutively numbered Seals"; and,

WHEREAS, The use of such consecutively numbered seals makes it practically impossible to break the seals of a car without the fact being indicated either by an examination of the seals on the car doors, or by an examination of the seal records of the carriers and terminal weighmasters; therefore, be it

RESOLVED, That the carriers be urged to adopt seals that are consecutively numbered, that is to say, no two seals bearing the same identification mark;

RESOLVED, That copies of this Resolution be placed in the hands of officials of the different grain carrying railroads, under whose jurisdiction the matter of seals would come, for their consideration.

### Sheathing Leaks: Their Causes and Prevention.

WHEREAS, Investigations made by terminal grain weighmasters, as well as grain leakage statistics compiled by terminal grain-weighing departments, show that a large majority of all the leaks of grain from box cars occur between the outside car sheathings and the car sills,

due to the tendency of the sheathings to spring away from the sills under load; and

WHEREAS, Examination of tens of thousands of box cars used for transporting grain clearly indicate that the nails used to secure these sheathing boards to the sills are inadequate, since they do not effectively and permanently hold the sheathing boards firmly and tightly to the sills under the stress and strain to which cars are subjected in switching and handling; and

WHEREAS, A few of the railroads, apparently, have seen the inadequacy of nails alone for holding the sheathings permanently and tightly in position, for at least two of the grain carrying lines have experimented with metal strips, being of two designs, viz: One of them consists of flat bars of iron, fastened by means of bolts, which, we are informed, are not entirely fulfilling their functions satisfactorily; the other design used consists of an angle iron which is also bolted to the sills; therefore, be it

RESOLVED, First: That the carriers and the builders of box cars be urged to find other and more effective methods for securing the sheathings to car sills than nailing;

Second: That should more effective methods of securing the sheathings to the car sill than nailing be adopted by the carriers, that such improved methods ought to be applied to the box car equipment now in use, as far as it is practicable to do so;

Third: That copies of this resolution be placed in the hands of the master car builders of the extensive grain carrying railroads, and the builders and designers of freight cars and any others who may be in position to grant relief in this matter of grain leakage.

### Grain Strips in Box Cars.

WHEREAS, As far as we are aware, the primary function of grain strips in box cars is to aid in freeing any grain that may lodge behind the inside wooden car linings of box cars, and thereby make it accessible to the unloaders of the grain in such cars; and

WHEREAS, Extensive examinations of cars used for carrying grain show that a large percentage of these triangular shaped grain strips are warped, twisted and loose, and that this condition is so prevalent in the older cars as to indicate a need for more durable and more serviceable grain strips, and also better methods of securing such grain strips in position; and

WHEREAS, On the other hand, it has been noted that cars of some of the railroads, especially those of more recent construction, are equipped with grain strips of much heavier design than is generally found in the older class of box cars; and moreover, that these grain strips of heavier design, instead of being nailed, are bolted in position; therefore, be it

RESOLVED, That the carriers and the builders of box cars be urged to investigate the matter of grain strips with a view of adopting a grain strip that will better perform its functions than the one now in use in the older cars, and that better methods be found for securing the grain strips in position than nailing; be it further

RESOLVED, That copies of these resolutions be placed in the hands of the carriers and the builders and designers of box cars, for their consideration.

### Wooden Linings in Box Cars.

WHEREAS, Much of the leakage of grain from cars between the sheathings and the car sills is made possible by grain sifting behind car linings through cracks and crevices in the belt rails where the body braces and sideposts and body brace rods pass through; and

WHEREAS, It is well known to all those who have to do with the loading and unloading of grain, that where grain can be prevented from sifting through the belt rails into the pockets of the linings of cars, leakage of grain between the sheathings and car sills can be very materially reduced by comparatively little effort on the part of the loader; and

WHEREAS, The lodging of grain in the pockets of the linings of box cars, where it is often inaccessible to the unloaders of the grain is not only a cause of loss of grain, but results in abuse of the car box by railroad yard trespassers in seeking the grain so lodged; therefore, be it

RESOLVED, That the carriers be urged to find ways and means of filling or calk-

ing all cracks in the belt rails of cars, which cracks for the most part appear to be due to the impracticability of fitting tightly the belt rails around the body braces, side posts and body brace rods, to the end that the inside wooden lining of new cars will be grain tight; and that such methods, so far as practicable, should be applied to the cars now in use that are equipped with inside wooden linings; and be it further

RESOLVED, That, in cars having inside wooden linings openings shall be provided of sufficient size to permit free passage of any grain that may possibly get behind said wooden linings.

### Grain Doors.

WHEREAS, It is well known, to everyone informed on the subject that grain doors in the past, have been looked upon, to a greater or lesser extent, as public property, with the result that they have been used, or rather misused, for building fences, coal bins, sidewalks and buildings of one sort or another; nor have the unloaders of grain always handled the grain doors, in releasing the grain, with a due regard for their value and cost, for often unloading elevators destroy expensive, made-up grain doors when releasing grain, when the grain could be released from the car as readily and easily without such destruction by removing the grain doors from the top, section by section, as intended; and,

Whereas, It is a fact that such wasteful mutilation of expensive madeup grain doors is greatly augmented by the practice of grain shippers to spike the doors to the doorposts with twenty-penny and larger nails, and by using more nails than are necessary to hold the grain doors in position; and,

Whereas, The aforesaid abuse and misuse of grain doors at both loading and unloading points have been a handicap to the adoption, by the railroads, of the best possible grade of grain door; therefore, be it

RESOLVED, First: That unloaders, in releasing the grain from cars be urged to detach the twenty-inch standard sectional grain doors from the top of the doorways, section by section, where practicable, as is now done by a large proportion of the unloaders, or by any other methods that will avoid the destruction and mutilation of grain doors to the end that the carriers will be encouraged to supply better grade doors;

Second: That grain shippers be urged not to use nails for securing the grain doors to doorposts larger than sixteen penny; nor more nails than necessary;

Third: That purchasing agents of the railroads be urged either to revise their specifications for grain doors, or take such steps as may be necessary to stop the growing practice of using poor, culled, rotted and other unsuited lumber in the manufacture of grain doors;

Fourth, That the Secretary be ordered to take such steps as may be necessary to bring this resolution to the attention and consideration of those concerned in the interest of a better grade grain door and preventing possible loss of grain by leakage of grain from cars at and through the grain doors.

### Rough Handling of Cars in Transit.

WHEREAS, It is well known that cars often receive rougher treatment at terminals and interchange points than during road-haul movement; similarly is it apparent that much of the rough handling of cars in switching at terminal markets by switch engine, and over gravity track is unnecessary and avoidable; and

Whereas, such rough handling of cars causes much of the leakage of grain that occurs; therefore, be it

RESOLVED: That officials, under whose jurisdiction the switching of cars at terminal markets comes, be urged to enforce greater care in the switching of cars at such terminal markets, and interchange points.

RESOLVED: That copies of this resolution be placed in the hands of the carriers for their consideration.

### Uniform Methods of Inspecting for Leakage.

WHEREAS, because of the marked variation in the percentage of cars reported by the different weighing departments, as leaking grain upon arrival at the various terminal markets, much criticism, tending to throw discredit on the reliability of all reports of grain leakage, has resulted; and,

Whereas, It is contended by many that these marked variations, in the percentage of cars reported leaking grain, are due, in large part, to differences in the methods employed in searching for leakage evidence; therefore be it

RESOLVED, First: That this confer-



ence appoint a com'te of three weighmasters, here in attendance, to make investigations with a view of determining the most effective methods of securing and recording reliable leakage evidence from grain cars, to the end that greater uniformity of practice may be brought about.

Second: That this com'te be instructed to render a report of its findings to the Secretary, who in turn will forward copies of the report to the members of this conference for their consideration:

Third: That, finally, when the members of this conference are in agreement as to the most effective methods of securing dependable grain leakage evidence, that steps be taken to induce the carriers to adopt similar methods for the guidance of their car inspectors, when inspecting cars for such leakage evidence at interchange and other points where inspections are made during the transit of cars.

Fourth: That it is the sense of this meeting that cars should, if possible, receive daylight inspections by carriers and by terminal weighing departments.

Fifth: That it is the sense of this meeting that where grain leakage evidence is found, an effort should be made by the inspector to determine whether the loss of grain from such cars is considerable or slight, and if possible to determine this dependably, to record his findings accordingly.

## Inspecting Outbound Cars.

After discussion on motion made by J. A. Schmitz, it was

RESOLVED: That, it is the sense of this meeting that it is incumbent upon terminal grain weighing departments to inspect outbound cars as inbound cars.

## Uniform Methods of Inspecting Scales.

WHEREAS, The question of proper methods of testing grain scales in the field is a mooted one, and is receiving considerable attention throughout the land at this time; and

Whereas, based on reports from various grain scale inspectors, it would appear that there is a wide variance in the amount of known weights used in testing grain scales, and the methods of testing followed; and

Whereas, There is a minimum amount of known weight that must be used to determine the accuracy of scales, and similarly, there are methods of procedure that must be followed in all cases, all of which, in the interest of accuracy, make it obvious that there should be uniformity in the testing of scales used for weighing a commodity as valuable as grain; therefore, be it

RESOLVED: That this Joint Conference appoint a committee of five, here in attendance, to draft rules, for the consideration of all concerned to govern the testing of grain scales, and that this com'te render report of its findings to the Secretary for distribution to the individual members of this conference; be it further

Resolved: That this com'te be urged to begin its labors at as early a date as possible in order that this mooted question can be settled satisfactorily for the benefit of those who desire to co-operate in our movement for securing uniformity of practice among grain-weighing departments and scalemen, to the end that the highest possible degree of efficiency can be attained.

## Installation of Scales.

Regulations for elevator builders is a subject of importance, requiring much time and thought to compile successfully; more time, in fact, than this conference could possibly afford to give it, without reference first to a smaller com'te to work out the detail. In the hope of enabling us to dispose of the subject at this session, however, we have prepared a few regulations which we deem of value, and which we respectfully submit for consideration, as follows:

Regulation No. 1: Scales shall be placed upon independent foundations.

Regulation No. 2: Where hopper scales are to be installed, the scales shall be of carload capacity, conditions permitting.

Regulation No. 3: Scales shall not be located in bins or other inaccessible places. There shall be a clear space on all four sides of the hoppers of all scales.

Regulation No. 4: Suitable hangers shall be provided for the convenient testing of all hopper scales. Where possible, these hangers shall be suspended from each corner of the upper or inner frame, as the case may be, as close as is practicable to the load pivot of each main lever.

Regulation No. 5: Scale beams shall be connected to the scale as direct as possible.

Regulation No. 6: Extension levers

shall be installed only where their use is imperative.

Regulation No. 7: Scales shall be equipped with registering beams, not automatic.

Regulation No. 8: Where hopper scales are used, the equipment for conveying the grain to and from cars shall be so constructed and arranged that such inbound and outbound grain will be handled direct from car to scale and scale to car in order that the hazard of grain going astray while being conveyed can be eliminated by supervision; and also in order that any possible leakage of such grain while being so conveyed will be minimized; as directed in the following lettered paragraphs:

(a) The loss and weight shrinkage hazard of grain, while being conveyed from scale to car or car to scale, is increased or diminished in proportion to the amount of handling and conveying such grain receives. Hence, machinery for conveying inbound or outbound grain to cars, long distances, consisting of screw or belt conveyors, or re-elevating legs, should be eliminated as far as possible from any plan for handling grain from scale to car, or car to scale. And in any plans for conveying such grain belonging to cars to or from scales, the distance the grain is to be conveyed should be short.

(b) Unloading sinks and any conveyors shall be so arranged (and where necessary equipped with interlocking devices) that grain cannot be diverted from intended channels. Also, the unloading sinks and any conveyors shall be so arranged as to permit of thorough inspection.

(c) Elevating legs and loading spouts that are to pass through bins must have wells built around them.

(d) Turn-spouts leading to two or more scales or spouts shall be equipped so as to permit of sealing.

(e) No dust collecting devices or fans of any kind shall be attached to the elevating legs, heads, spouts, garners or scales used for handling and weighing grain from cars or vessels.

## Rules for Loaders and Unloaders.

For the same reasons that we compiled the regulations to govern elevator builders, we have drafted for consideration, regulations to govern the loaders and unloaders of grain and terminal weighmasters.

(1) Grain doors shall not be broken open before the arrival of a deputy from the Weighing Department.

(2) Grain shall not be unloaded into any unloading hopper or sink, until signal has been given from the weigh-floor that the scale or garner is ready to receive such grain, except under one of the following conditions, viz.:

(a) Where the shut-off in the unloading hopper consists of a lateral slide; or

(b) Where the spout leading from the elevator head to the scale or garner is equipped with a shutoff slide; or

(c) Where the spout at the elevator head can be thrown out of the garner or scale so that any leakage of grain will be apparent; or,

(d) Where the elevating leg is stopped until the garner or scale is ready to receive the grain.

Note: Under no circumstances, however, shall grain be unloaded from more than one car at the same time into the hoppers of a receiving leg, where vertical slides are used, for the reason that vertical slides in hoppers are not positive in closing, and a leak at this point is not readily discernible.

(3) Where loading spouts are located over unloading hoppers, such hoppers shall be covered during the loading of cars to prevent any grain intended for cars to fall into the unloading sinks.

(4) Any grain spilled during the loading shall be gathered up and placed into the car to which it belongs.

(5) Cars that are to be loaded with grain shall be swept clean of all foreign matter.

(6) Cars, containing grain, the seals of which have been broken for sampling purposes, shall be adequately protected either by re-sealing or by watching service. Any such cars that are not unloaded the same day shall be resealed at night. Cars that are loaded out shall be sealed before being taken away from the loading elevators. No seal shall be broken until record of same has been made.

(7) All cars unloaded shall be thoroughly swept.

## Co-operation and Co-ordination.

WHEREAS, With the demand that has been made that weighing departments be governed by rules and regulations looking toward greater uniformity of practice and methods, it would appear that greater

intercourse between weighmasters would also be desirable, and would aid materially the cause of good weights; and,

Whereas, It is to the mutual advantage of all weighing departments, as well as a duty they owe to the grain trade, that they keep in close touch with each other, by keeping each other advised on all matters that relate to, and concern the work of, the different weighing bureaus such as, for example, information pertaining to cars handled between markets as may be secured from weight outturns and results generally, all of which, obviously, would be of decided advantage to any weighmaster in locating and eliminating possible existing causes for weight differences; and,

Whereas, Such co-operation between weighing departments would, in itself, alone, be a step toward uniformity; therefore, be it

RESOLVED: That, grain weighmasters throughout the country be urged to communicate with each other on slight provocation; and that they freely open their hearts and records, one to the other;

RESOLVED: That the Secretary be ordered to place a copy of this resolution in the hands of all grain weighmasters not in attendance at this meeting, and any others interested, who may be brought to his attention.

## Standard Weight Supervision.

WHEREAS, The question has often been asked: "What is Standard Weight Supervision?"; although the answer to the question, one would suppose, is the weight supervision that is provided at the terminal markets, yet, according to the evidence given at the I. C. C. hearings on claims, it would appear that such is not always the case; and

Whereas, Under these circumstances, it is incumbent upon those interested in grain weighing, and those who have the matter of correct weights at heart, to define what constitutes standard supervision in order that inadequate supervision cannot possibly masquerade as Standard Service, and thereby throw discredit on efficient and properly conducted weighing supervision; therefore, be it

RESOLVED: That it is the sense of this meeting that Standard Weight Supervision shall be defined as follows:

(a) Supervision (direct) by impartial weighers receiving no remuneration whatsoever from the parties owning or operating the scales used in determining the supervised weights, or owners.

(b) Supervision sufficient to assure intelligent inspection of all cars inbound and outbound, and the delivery of all grain from car to scale, or from scale to car, as the case may be.

(c) Inspection of scales and equipment used to weigh and handle grain to and from cars.

(d) Comprehensive record of all activities.

(e) Supervision clothed with sufficient authority to enforce rules and regulations recognized to be essential in order properly to protect the weights of grain.

Be it further RESOLVED: That it is the sense of this meeting that certificates issued for weights determined under Standard Supervision as defined in the preceding paragraphs of this Resolution, should state on the face thereof, in effect, that such Standard Supervision governed the weighing of the cars of grain described in such certificates of weight.

## Those present at the meeting included:

Terminal Weighmasters: C. F. Maxfield, St. Paul, Minn.; E. H. Culver, Toledo, O.; M. H. Ladd, Milwaukee, Wis.; P. D. Connors, Buffalo, N. Y.; G. B. Powell, Omaha, Nebr.; John Dower, St. Louis, Mo.; P. P. Quist, Minneapolis, Minn.; A. E. Kahler, Baltimore, Md.; P. J. Sweeney, Tacoma, Wash.; Paul Larson, Sioux City, Ia.; E. L. Betton, Kansas City, Mo.; S. A. Holder, Indianapolis, Ind.; W. S. Powell, Cairo, Ill.; H. A. Foss, Chicago; J. A. Schmitz, Chicago.

Grain Weighing Com'te of National Scalemen's Ass'n: M. H. Ladd, Milwaukee, Wis.; B. D. Gordon, Logansport, Ind.; C. G. Stoddy, Chicago; C. A. King, Chicago; A. E. Schuyler, Chicago; F. H. Schlunkert, St. Louis, Mo.; Geo. E. Wells, Des Moines, Ia.; C. C. Neale, St. Paul, Minn.; H. A. Foss, Chairman.

Others in Attendance: W. P. Buchan, Minneapolis, Richardson Scale Co.; J. P. Kammass, Milwaukee; J. F. Bohan, Milwaukee; O. Maxey, Chicago, Supervisor of Weights Rock Island Lines; C. E. Bird, Minneapolis; E. M. Wayne, Delavan, Ill.; C. A. Briggs, Washington, D. C., Bureau of Standards; A. G. Ziebel, Dallas, Tex.; Henry L. Goemann, Mansfield, O., Chairman Transportation Com'te Grain Dealers National Ass'n; F. W. Hawkinson, Chicago; M. Baldwin, Chicago.



### War Affecting the Grain Trade.

THE ALLIES are harvesting 2,000,000 bus. of wheat in French territory recently retaken from the Germans.

R. W. McKINNON, of Chicago, who recently went with the U. S. Food Administration, now is in charge of the rice division.

DENMARK will be allowed annually by the Ward Trade Board 1,000 metric tons of corn starch, 3,000 of sago and tapioca and 4,000 of rice.

FREDERICK H. BARTLETT, a real estate dealer of Illinois, has been appointed U. S. Food Administrator for that state, as successor to Harry A. Wheeler.

MILLERS making mixed flour will be required to state the percentage of ingredients on each package, according to ruling made by Fred J. Lingham, chief of the milling section, cereal division, of the Food Administration. All mills are required to make mixed flour at rate of 80% and 20%.

THE NATIONAL WHEAT GROWERS ASS'N is still indulging its vain hope to get an increase in the guaranteed price. Senators and representatives from the wheat growing states on Oct. 1 decided to appoint a com'te to urge upon the President immediate action fixing the price at \$2.50 for 1919.

THE FOOD ADMINISTRATION is pursuing a steady policy of decentralizing its administrative activities. For instance, the force in Washington last July numbered 1,832 persons, while on Sept. 30 it was 1,653. The average rate of reduction per week at the present time is twenty.—Herbert Hoover.

A NOTICE issued by Howard B. Jackson, Chicago zone agent for the cereal division of the Food Administration, states that any sales of wheat screenings in excess of the fair price schedule for bran will be regarded as a violation of rule MS 11 and be cause for revocation of the offender's license.

GRAIN DEALERS in Canada must all be under license. In the past licenses have only been required from dealers doing business from Fort William, Ont., west to the Pacific Coast. Now the territory from Port Arthur east to the Atlantic is brought under the provisions and all dealers must be licensed by the Board of Grain Supervisors.

A LARGE QUANTITY of wheat grown in the irrigated district of Washington is starchy and unfit for milling. Unless it can be used for pastry it must be fed to poultry, and this is prohibited by the Food Administration rules, so that the farmers are in a quandary, and have appealed to the local zone agent of the Food Administration.

UNDER THE AGREEMENT entered into by the Food Administration with the food controllers of the Allied Nations, our breadstuffs export program for the coming year will be: wheat, rye, barley and corn or flours calculated as grain for breadstuffs, 409,320,000 bushels, of which from 100,000,000 to 165,000,000 bushels may be cereals other than wheat.—U. S. Food Administration.

ENLARGED demand by General Pershing for material resulting from progress on western front has necessitated a temporary diversion of grain ships to his service. This temporarily curtails wheat movement from seaboard and has filled our seaboard and terminal elevators and thus checks movement. It is reported that some farmers have become panicky and are selling wheat at less than gov-

ernmental prices. No occasion for this. If holders will have a little patience wheat will all be moved and full prices secured by every grower.—U. S. Food Administration.

IN REPLY to a letter from W. C. Mott, chairman of the Grain Com'te of the New York Produce Exchange, asking what is to be the attitude of the Food Administration toward the purchasing by the Grain Corporation of coarse grains for exportation to the Allies, Julius H. Barnes, pres. of the Grain Corporation, wrote that the Corporation is not prepared to say definitely just what lines the handling of coarse grains will develop into. He stated, also, that the Corporation has no desire to cause needless curtailment of opportunity to the trade. It is understood by many exporters that the announcement by the Food Administration of standards for barley purchases presaged an intention to buy barley and rye in the terminal markets, thereby closing the markets to the exporters and leaving them nothing to handle but corn and oats.

THERE IS A GREAT CRY in Russia for the restoration of free trade in grain, but Government experts declare that as supplies are insufficient for requirements this would only make matters worse. The Government is vacillating, and has just doubled or trebled the fixed prices, shortly after issuing a declaration that an increase was impossible. Although the granting of free trade would break the whole fabric of State trading, or State control of trade, yet it is thought this may be done, as the Government will not be strong enough to resist the pressure of the people, in case the present harvest brings no betterment of the food situation, even if the concession is only made as a fatal trial. Details are given to show that the actual situation is indeed frightful. The country is overrun with so-called "sack-carriers," that is, people hunting the countryside to buy what food they can, and even spending their last coppers and sacrificing family treasures to obtain some means of satisfying hunger.—*Corn Trade News.*

WHEAT that appears to be bin burnt, to contain cockle seed or bunt, sometimes is damaged from a different cause, the nematode eelworm, which affects the wheat heads, tho it may occur on all parts of the plant above ground. In place of grains of wheat the affected heads contain dark, hard galls somewhat shorter and thicker than wheat grains. The disease was first reported to occur to a slight extent in 1909 in California, New York, West Virginia, and Georgia. After that nothing was known of the trouble until 1917, when it was located in one place in Virginia. Since then it has been found in many points in the same state and in one locality in California. Recent examinations of this year's crop shows as much as 40 per cent loss in certain fields in Virginia.

A RESOLUTION adopted by the Senate recently calls upon the Sec'y of Agriculture to furnish the Senate with all of the information in his department showing the cost of producing wheat, barley, rye, buckwheat, corn, kafir, rice, hay and some other farm products. Senator Norris, who introduced the resolution, declined to state what he desires to do with the information, but it is believed by some that he intends to attempt to have prices established on cereals other than wheat.

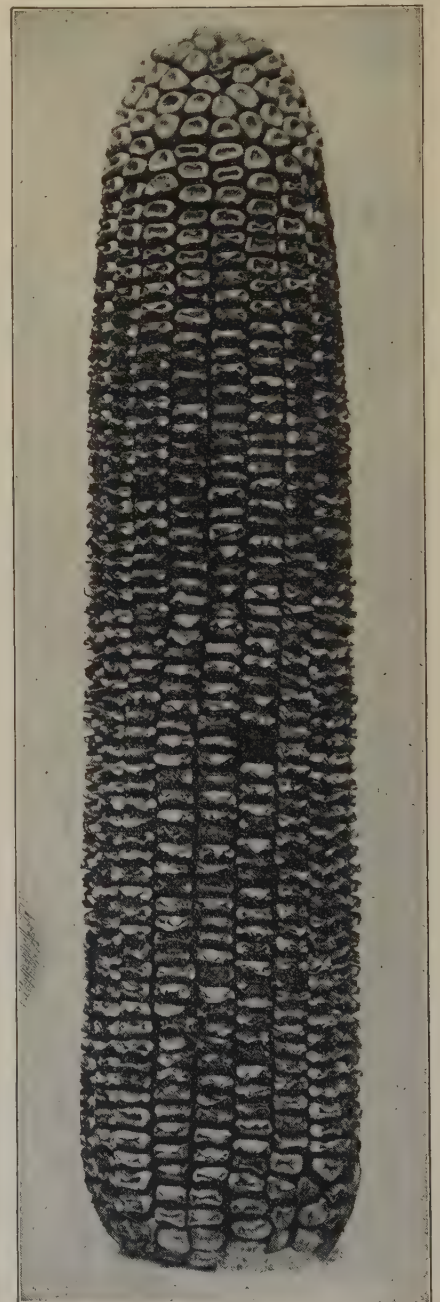
### Selection and Storage of Seed Corn.

One of the best guides on the selection and storage of seed corn is that just issued by the University of Illinois Agricultural Experiment station, from which the following is taken:

SELECTION.—If corn is allowed to remain in the field during cold, moist weather, the germination and vitality will be greatly diminished, if not entirely lost. The moisture content of corn is often 30 per cent or more when the seed is ready to pick. If freezing weather catches the seed ears when they contain a relatively high percentage of water, the corn is likely to be of no value for seed purposes.

The following points should be observed in selecting seed corn from the field.

1. Ears of medium size only should be chosen.
2. The grains should be well dented



A Good Type to Keep in Mind When Selecting Seed Corn.



(corn will make satisfactory seed as soon as the grains are well dented).

3. The ears should be of good shape, but early maturity must not be sacrificed for fancy points.

4. Ears should be chosen which hang down, because they shed water.

5. The shank should be of medium length and diameter.

6. There should be two good stalks in the hill from which a seed ear is taken.

A good type of ear to keep in mind when selecting is shown in the engraving herewith.

The angle at which ears should hang down is fairly represented in the engraving showing the stalk.

**STORAGE.**—The chief problems in storing seed corn are to provide a means whereby the moisture content can be reduced to such a point that the germ is not injured by freezing, and then to maintain this condition until planting time. The minor problems are to afford protection against the ravages of vermin, to reduce the work of storage, and to have the ears so placed that they are accessible when the germination test is made.

The two prime necessities for successful seed storage are ventilation and heat. Ventilation provides a means for removing the excess moisture. Heat prevents freezing and hastens the drying process. In many years proper ventilation is all that is required. However, some artificial means for heating should be provided in case it is needed. Kiln-dried corn possesses strong germination usually. The seed ears should be dried in a room having a temperature not

above 110 degrees. Corn containing less than 14 per cent of moisture is not easily injured by cold weather, but seed containing more moisture should not be exposed to freezing temperature.

A large amount of trouble experienced with seed corn in 1917-18 could have been prevented by heating the storage rooms, if no more than just enough to prevent freezing. The protection against vermin can generally be secured by using a form of construction which offers no harbors for mice and rats; or, if this is not sufficient, wire netting can be used to line the seed room. The presence of cats also helps to reduce this trouble.

Seed corn should never be stored in sacks, piles, or even by placing one row of ears immediately on top of another. The individual-ear method of storage is the only safe one to use, at least until the moisture content has been reduced to 18 per cent or lower. This method of storage facilitates ventilation, which hastens the drying process, tends to prevent molding, and lessens the trouble caused by mice and rats.

The twine system, shown in the engraving, requires about one-fourth pound of bundle twine per bushel. The units can be suspended from the rafters or from especially constructed racks. When this system is used, the seed room can be filled from the back forward, leaving no aisles.

If alleys are left in the storage room, making every ear accessible, approximately 20 cubic feet of space is required for each 100 ears stored; if no alleys are left, approximately 12 cubic feet of space is required. (About 80 to 100 ears make

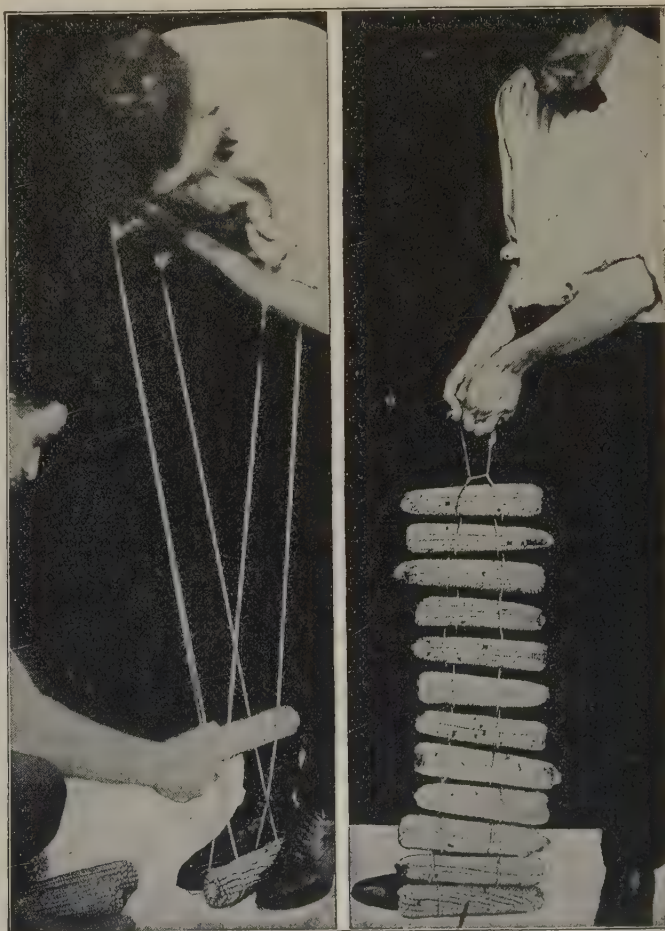
a bushel.) Alleys are necessary if the rack, lath, nail, or post system is used. The twine, prong, or wire-rack system can be used with or without alleys, as desired.

**SEED HOUSES.**—The very common practice of hanging seed ears in corn cribs or other open buildings may secure excellent ventilation, but it offers no protection against freezing. In order to insure a supply of seed in adverse seasons, this method of storage should be discontinued. It is economical but not safe. Under certain conditions seed corn may be stored in a dry basement, but this practice should not be encouraged unless the ventilation is good. Frequently the ventilation of a basement is very poor and the relative humidity of the air high, affording excellent conditions for the growth of mold. There is probably no better place in which to store seed corn than in a well ventilated room in the house, provided this room can be heated. This reduces the danger of freezing to a minimum. There are decided objections, however, to the litter which is certain to result when corn is brought into a dwelling house. The safest and most desirable arrangement is to have a house built especially for storing seed corn.

AS THE RESULT of the lack of shipping facilities, it is said that there is demand for corn in Argentine to be used in place of coal. The exportable surplus there, after all fuel requirements have been satisfied, is estimated at about 90,000,000 bus. but only part of this grain can be moved.



The Ear on This Stalk Has the Right Angle.



Twine System of Hanging Seed Ears.



# Grain Trade News

## ARKANSAS

Ft. Smith, Ark.—The D. D. Flour & Grain Co., for the past five years owned and operated by H. D. Dulle, has been sold to Sherman Durrett of the Durrett Flour & Grain Co.

## CALIFORNIA

Livingston, Cal.—The grain warehouse at this station is owned by Livingston Whse. Co. Love and Winton are contemplating building a grain elvtr. here.—X.

Marietta, Cal.—The new concrete elvtr. of the Farmers Stock Co. is about completed, and the machinery is being installed. The elvtr. will have a capacity of 15,000 bus.

## COLORADO

Windsor, Colo.—J. H. Hankins is mgr. for the Farmers Mercantile Co.

Trinidad, Colo.—Morris & Tennyson, hay, grain and feed dealers, have discontinued business.

Johnstown, Colo.—W. A. Purvis is constructing a private elvtr. and alfalfa mill on his dairy farm.

Rocky Ford, Colo.—The new elvtr. of the Trinidad Bean & Elvtr. Co. is now in operation. J. A. Hibager is mgr.

Hudson, Colo.—The Denver Elvtr. Co. has built a 12,000-bu. cribbed addition to the elvtr.—W. A. McMahon, Denver.

Hereford, Colo.—The Hereford Elvtr. Co. has let a contract to the White Star Co. for the erection of a grain and bean elvtr.

Fleming, Colo.—G. S. Bickel, formerly mgr. for the Stoneham Farmers Grain Co., at Stoneham, is now agt. for the Spelts Grain Co.

Brush, Colo.—The Colorado Mlg. & Elvtr. Co. is installing a bean cleaner here, and likewise at Brush, Willard, Amen and Snyder.

Stoneham, Colo.—I have resigned my position as mgr. for the Stoneham Farmers Grain Co., and have accepted a position as agt. for the Spelts Grain Co. at Fleming.—G. S. Bickel.

Glenwood Springs, Colo.—The Farmers Milling & Power Co. has made extensive improvements in its plant. Large cement wheat sinks having a capacity of 2,000 bus. have been constructed, and an elvtr. built extending 40 feet above the top of the mill.

## CANADA

Quebec, Que.—At present I am not dealing in corn.—P. G. Gauvreau.

Bow Island, Sask.—The Empire Elvtr., owned and operated by E. C. Ludtke, was destroyed by fire Sept. 10.

Port Bowmanville, Ont.—John McClellan, a member of the firm of McClellan & Co., dealers in grain, lumber and coal, died Sept. 20.

Fort William, Ont.—J. A. Campbell, of the Empire elvtr., and Kenneth Campbell Shaw have made application to the Fort William and Port Arthur Grain Exchange for membership.

Winnipeg, Man.—Official announcement has been made that the different grades of wheat will be handled by the following firms: No. 1 northern: Saskatchewan Co-operative Wholesale Society, James Caruthers Co., E. R. Wayland Co. No. 2 northern: Gooderham, Milady & Co., Winnipeg Grain Co. No. 3 northern: British Empire Grain Co. No. 4 northern: Norris Grain Co. No. 5, 6 and off grades: W. S. McLaughlin Grain Co. At the close of each day's trading the buyers must file a

statement of the quantities and grades purchased and paid for to the chairman of the company.

Winnipeg, Ont.—Transfers of memberships on the Winnipeg Grain Exchange during September are as follows: G. E. Houghton to L. L. Ness, C. C. Fields (2nd membership) to J. A. Gallie, M. A. Ashley to F. V. Haven, D. Richardson (2d membership) to J. T. Hickman, A. P. Allensworth to E. A. Woodward.—J. T. Irving, asst. sec'y.

Montreal, Que.—The Board of Grain Supervisors has canceled regulation No. 14 and substituted regulation No. 18 providing for a price of \$2.26 for No. 2 Quebec wheat, basis in store Montreal. The price at shipping point is to be arrived at by deducting 1 cent per bushel and the local freight. Regulation No. 17, applying to Ontario wheat is the same. Eastern millers are allowed to pay a commission of 1 cent per bushel.

Fort William, Ont.—Elvtr. employees at Fort William and Port Arthur, Thunder Bay and other lake points, went out on strike Oct. 7, paralyzing the whole grain trade at those points. Employees of the C. P. R. and Grand Trunk terminal elvtrs. went out also. Of the private elvtrs. only the men employed by the Dwyer Elvtr. Co. are out, the Western Elvtr. Co.'s men and those of the Consolidated Elvtr. Co. having so far refused to join the strikers. A meeting of elvtr. mgrs. was held to deal with the situation, and all precautions are being taken to safeguard the elvtrs.

## IDAHO

Meridian, Ida.—The new elvtr. of the Caldwell Mlg. & Elvtr. Co. is nearing completion.

Kamiah, Ida.—The Cottonwood Mlg. & Elvtr. Co. has completed an elvtr. of 110,000 bus. capacity.

Wildor, Ida.—The Wilder Equity Ass'n is considering the installation of a feed mill.—J. A. McCune, mgr.

Parma, Ida.—Henry Hannan, former mgr. of the Wilder Equity Elvtr., has accepted a position as local agt. for the Parma Elvtr. Co.

Malad, Ida.—The Farmers Union has let a contract to erect a 60,000-bu. elvtr.—J. E. D. Tomlinson, mgr. Intermountain Farmers Equity, Inc.

Jerome, Ida.—At a dance given recently \$355.00 was realized on 10 sacks of flour donated by the Jerome Mlg. & Elvtr. Co. for the benefit of the Red Cross.

Michaud, Ida.—A truck owned by the Zaring Grain Co. of American Falls burned on the platform of the Intermountain Milling Co., and a man was killed.—A. Y. Satterfield, Intermountain Farmers Equity Co.

Moscow, Ida.—The Farmers Union Whse. Co., which completed a large cement elvtr. just before the beginning of the harvest, has received 66,000 bus. of wheat in bulk so far this season, and 11,000 bus. in sacks. This is the first year that there has been any attempt to handle grain in bulk here and the large percentage of the crop handled through the elvtr. is a surprise to the management. It is stated that many farmers who are using sacks this season declare they will adopt the bulk grain system next season.

## ILLINOIS

Carlock, Ill.—The Farmers Elvtr. Co. is soon to start the erection of a new office building.

Morrisonville, Ill.—Neither Luther Battles or Percy Voaden are connected with this concern.—Morrisonville Farmers Grain Co.

Emden, Ill.—Carpenters are busy repairing the roof of the Smith-Hippen Co.'s elvtr.

Manito, Ill.—The work on the new Turner-Hudnut elvtr. is progressing rapidly.

Tuscola, Ill.—The Hitch-Rose Grain Co. is building an incinerator for the disposal of corn cobs.

Westville, Ill.—The new 35,000-bu. elvtr. built by C. B. Spang is completed and ready for business.

Darrow (Sheldon p. o.), Ill.—Lawrence Pittman has accepted the position of mgr. for the Farmers Grain Co.

Clifton, Ill.—Wm. H. Vansant, sec. of the R. F. Cummings Grain Co., died suddenly Sept. 27, at Washington.

Campus, Ill.—Roy A. Dunsett, of Kap-pa, has accepted a position as mgr. of the Campus Grain Co.'s elvtrs.

Virden, Ill.—We will rebuild our drive way and recover our warehouse.—J. W. Bradway, mgr., Virden Grain Co.

Eureka, Ill.—B. J. Kaufman has been chosen as mgr. of the Farmers Elvtr. and will take charge in the near future.

Leroy, Ill.—The elvtr. of Harrison, Ward & Co. is undergoing extensive repairs. The driveway is being entirely rebuilt.

Paxton, Ill.—E. Vale is the new representative of Riordan, Windsor & Co. He succeeds Mr. Willy who died recently.

Ludlow, Ill.—John Watson has resigned his position at the L. N. Bear store and is now employed at the Ludlow Elvtr. Co.

Sharpsburg, Ill.—Dwight Hart, former director of the Edinburg Farmers Grain Co., is now mgr. for the Sharpsburg Grain Co.

Springfield, Ill.—Charles O. Matheny, retired grain dealer, died Sept. 28. Mr. Matheny established the firm of C. O. Matheny & Co.

Decatur, Ill.—If permission can be obtained the American Hominy Co. will erect a mill for the exclusive manufacture of corn flour.

Thomasboro, Ill.—Farmers Elvtr. Co. which recently bought the C. T. Walton Elvtr. here has incorporated; capital stock, \$20,000.

Homer, Ill.—The Farmers Elvtr. Co. has increased its capital stock from \$10,000 to \$20,000 for the purpose of making improvements in its plant.

Fisher, Ill.—J. R. Harmon has bot Chas. Gilmore's interest in the grain and coal business of Vennum & Gilmore. Possession will be given Nov. 1.

Heyworth, Ill.—A grain elvtr. will be erected here by the Farmers Co-operative Grain Co., of Weldon. The contract will be let in the near future.

El Paso, Ill.—I will operate the elvtr. I recently purchased from F. S. Larison, as the Kinsella Grain Co., and will be mgr. of same.—John Kinsella.

Sharpsburg, Ill.—C. E. Potts is pres., Wm. W. W. Weiser, sec'y, and Dwight Hart treas. and mgr. for The Farmers Co., which was incorporated recently to engage in the grain business.

Waggoner, Ill.—I have never been and am not now connected with the Farmers Grain Co., of Morrisonville. I am mgr. of Wand, Todt & Co.'s elvtr. here.—Percy Voaden.

Meredosia, Ill.—The Farmers Grain Co. has installed a new 40-h. p. motor for which transformers are being placed. A new and larger corn sheller is being installed.

Westville, Ill.—I have resigned my position as general mgr. of the Westville Elvtr. & Feed Co., and with E. C. Gibson have bot the elvtr. of R. L. Barton at Gessie, Ind.—M. L. Hill.

Osbornville, Ill.—I have resigned my position with the Mt. Auburn & Osbornville Grain Co., where I have been employed for the past six years, and have accepted the position as general mgr. for the Boody & Blackland Farmers Co-operative Co., at Boody. I will take charge Nov. 1.—Otto F. Young.



Edinburg, Ill.—The annual meeting of the stockholders of the Edinburg Farmers Grain Co. was held recently. J. M. Cole was elected director to succeed Dwight Hart. M. S. McClintick was retained as mgr.

Elkart, Ill.—The report that Robert Rentschler will enter the grain business is incorrect. There is no one here by that name. Robert Rentschler is running grain elvtr. for E. B. Conover Inc. at Broadwell, Ill.—X.

Cairo, Ill.—The Pendleton Grain Co. has leased the elvtr. here from the Illinois Central railroad. A force of men are at work putting the motive power which operates the plant in condition. The elvtr. has a capacity of 700,000 bus.

Rumpler, Ill.—The farmers between Fithian and Ogden are organizing for the purpose of conducting a grain business here. The purchase of Frank Supple's elvtr. is contemplated and if this can not be done a new elvtr. will be erected.

Decatur, Ill.—The new mill of the Shel-labarger Mill & Elvtr. Co. is nearing completion and only final adjustments of the new machinery remains before the plant is in operation. Sufficient storage room has been added to assure the plant enough grain for a long time.

Guthrie, Ill.—Lieutenant William E. Brotherton, whose father was formerly engaged in the grain business here as a member of the firm of McClure & Brotherton, and whose brother, Floyd, is mgr. for the Guthrie Farmers Elvtr. Co., has been officially credited with shooting down one Hun airplane and two observation balloons in France.

Montezuma, Ill.—A barge loaded with 4,000 bus. of wheat being towed from the T. F. McEvers elvtr. to the elvtrs. of the Smith-Hippen Co., struck a snag and sank in the Illinois river opposite Florence recently. The barge was towed into shallow water on the Scott county side and about 1200 bus. of wheat remained above the water line. The water-soaked wheat will be utilized for commercial purposes. Smith-Hippen had paid an average price of \$2.10 per bushel for the wheat.

## CHICAGO NOTES.

C. A. Johnson and William Hoard have applied for membership in the Board of Trade.

Fred J. Case, formerly with Jas. E. Bennett & Co. is now associated with E. Lowitz & Co.

William J. Kelley, a member of the Board of Trade died Oct. 5. He was associated with Ware & Leland.

Capt. Denis Sullivan, one of the oldest and best known members on the Board of Trade died at his home Oct. 1.

Alphonse Le Duc, a member of the Board of Trade for forty years and connected with the firm of Brosseau & Co., died Oct. 5.

John M. Fogelsong\* is now covering Illinois territory for C. H. Thayer & Co. of this city, maintaining his former headquarters at Sheldon, Ill.

J. S. Clark of Winnipeg, Man., has become identified with Rosenbaum Bros., and will travel in Colorado, Idaho, Utah, and Wyoming, soliciting consignments.

Henry Wilbur Paret of the firm of Shearson, Hammill & Co., with headquarters in New York died there Sept. 26. Mr. Paret was a member of the Chicago Board of Trade.

Harry E. Halliday resigned in July from the Fuel & Forage division of the Quartermaster's Department. An effort was made to retain his services because of his experience and ability.

The proposed change in the rules giving directors the power to make grain in cars on track deliverable on contracts in emergencies was carried by 93 votes. The total number of votes cast was 437. Of these, 265 were for the amendment and 172 against.

The following have been admitted to membership in the Board of Trade: Chas. S. Bentley, Robt. B. McClean, Frank S. Hughes and Abmer J. Wilson. The memberships of M. E. De Wolf, John Anderson, M. R. Rothschild, H. J. Pollak and E. D. Winslow have been posted for transfer.

At the annual meeting of the Board of Trade Mutual Benefit Ass'n held recently, Adolph Kempner was elected chairman of the executive com'te and J. M. McLean, J. A. White, J. J. Bagley and J. E. Brennan members of the com'te. The ass'n now has 884 members, a net loss of 33 for the year.

The Grain Com'te of the Board of Trade held a conference with the oats handlers Oct. 10 and will soon meet again with the members of the trade at the call of Chairman Adolph Gerstenberg, before the government hearing here Oct. 17 on the proposed oats grades. The Com'te hopes to have type samples of the new grades ready for exhibition at the next called meeting.

The directors of the Board of Trade have ordered that all trading in bids and offers made subject to deferred acceptance in October commodities shall cease. The prohibition against such trading in current-month commodities shall apply until further notice, beginning with the first day of each month. Weekly privileges must not be permitted to overlap into the current month, but should terminate with the final date of the preceding month, regardless of the day of the week. This action does not affect weekly privileges expiring Oct. 5.

## INDIANA

Markle, Ind.—The farmers equity contemplates the purchase of an elvtr.

Aylesworth, Ind.—The Aylesworth Elvtr. Co. has filed preliminary certificate of dissolution.

Hope, Ind.—The Hope Feed & Seed Mill will install an attrition mill, feed mill, and scales.—C. C. Herron, Prop.

Indianapolis, Ind.—D. M. Cash, for years with the Swift Grain Co., Detroit, is now with the Big Four elvtr. here.

Lanesville, Ind. — Fire destroyed the vacant elvtr. of Seabel & Son Oct. 8. The loss is estimated at \$10,000; it was fully insured.

Indianapolis, Ind.—The explosion of dust in a chute at Plant A of the American Hominy Co. caused a small fire. The damage was slight.

Grabill, Ind.—Joseph Witmer, Sr., has bot the building occupied by Albert Neuschwander, to be used by the Witmer Grain Co., as a seed and feed house.

Onward, Ind.—Harry Banks is pres., M. H. Huffman, sec'y., and I am mgr. for the Onward Elvtr. Co., which was incorporated recently to engage in the grain business.—O. M. Thomas.

Winchester, Ind.—Dick Defenbaugh, a workman employed on the construction of the elvtr. of Goodrich Bros. Hay & Grain Co. on Sept. 21 had his hand caught in a pulley and lost the end of one of his fingers.

Lynn, Ind.—The Lynn Elvtr. Co. now operates the elvtr. formerly owned by us. My brother and I bot two farms near Richmond and will devote our time to farming and stock raising.—W. E. Berry, Berry Bros.

Geneva, Ind.—Farmers Equity is erecting a grain elvtr. on the site of Hardison & Martin Coal Co. They purchased the Studebaker Grain & Seed Co. Elvtr. property at Linn Grove, Ind. and will move it here for re-erection.

Indianapolis, Ind. — Edw. W. Bassett, head of the Bassett Grain Co. and former vice president of the Indianapolis Board of Trade was ordered to appear before Stanley Wyckoff, federal food administrator of Marion County to answer charges of operating a grain and milling business without license. An order from Washington authorized Mr. Wyckoff to prevent

Bassett from operating after Sept. 24. Sales of grain and forage to government agents at Camp Zachary Taylor are being investigated. The finding of guilty is made punishable by a fine of \$5,000, or two years in prison, or both.

Fairland, Ind.—J. A. McComas of Mt. Comfort has bot the grain business of the Fairland Grain Co. here and at London. O. O. Smith formerly mgr. of Mr. McComas' elvtr. at Mt. Comfort, is now employed in that capacity here.

Gessie, Ind.—M. L. Hill, formerly employed as mgr. of the Westville Elvtr. and Feed Co. at Westville, Ill., and E. C. Gibson have purchased the elvtr. of R. L. Barton and will operate it as the Gessie Grain Co. Mr. Hill will be mgr.

Evansville, Ind.—Elvtr. men and grain dealers of Evansville and other southern Indiana towns have been active in the Fourth Liberty Loan campaign that started Sept. 28. Julius O. Artes, mgr. of the Union Elvtr. and W. H. Small of W. H. Small & Co., seed dealers, were prominent in the big drive and both were liberal purchasers of bonds.—C.

## IOWA

Truesdale, Ia.—A. J. Wilson is building an elvtr. here.

Wellsburg, Ia.—I have finished building a new office.—D. J. Peters.

Manson, Ia.—Hakes & Nelson are now occupying their new office building.

Dumont, Ia.—Gilchrist & Co. will install an electric motor.—Carl Krueger, agt.

Goodell, Ia.—A grain elevator at this place has been taken over by Geo. Wolf.

Gillett Grove, Ia. — R. R. Mantor of Spencer has taken a position with the Farmers Elvtr. Co.

Rodman, Ia.—J. T. Mishler has succeeded F. Slaughter as mgr. of Turner & Frye's elvtr.

Dougherty, Ia.—Adelbert Reese has succeeded Peter Dougherty at the Independent Grain & Lumber Co.

Glendon, Ia.—G. A. Barker has traded his stock and grain business to a party near Portunion for a large farm.

Conrad, Ia.—We have succeeded Gier & Belz in the grain, lumber and coal business.—Chas. Belz & Son, C. C. Belz.

Ute, Ia.—The Farmers Elvtr. Co. incorporated; capital stock, \$25,000. C. P. Downing is pres. and Chas. E. Riddle, sec.

Clarion, Ia.—S. W. Summers is now mgr. for the Farmers Elvtr. Co. His predecessor, F. H. Day, has removed to Plover.

Rands (Rockwell City p. o.), Ia.—The Farmers Elvtr. is undergoing some needed repairs, and will soon be in running order.

Grinnell, Ia.—The Farmers Elvtr. Co. was robbed of \$15 the night of Sept. 3. The thieves entered the elvtr. by pushing in the rear door.



Bill your next Car of Grain  
to  
**HENSEY & OWEN**  
GRAIN COMMISSION  
MILWAUKEE



Lennox, Ia.—The report that W. H. Whalen bot a grain elvtr. here is an error. S. E. Wainwright is the only dealer in this town.—X.

Plover, Ia.—F. H. Day, formerly mgr. for the Farmers Elvtr. Co., at Clarion, has accepted a similar position with the Farmers Grain & Coal Co.

Midland Sta. (Rock Rapids p. o.), Ia.—Wise Brommer is now in the army. He has been succeeded as mgr. of the Quaker Oats Co. by Henry Freyverg.

Highland Center, Ia.—Ole Bull is pres., W. W. Young treas. and Ray Doak sec. of the Highland Center Farmers Ass'n. Geo. Hargins, C. A. Dickey, Frank Povel and Chas. Birgman are directors.—W. R. Jones, mgr.

Malvern, Ia.—The Summers Seed House has ceased operating. The Eacrett Grain Co. has bot the business of Salyers & Keyton. I do track buying; also handle grass seeds.—P. Kilmartin.

Hamburg, Ia.—The organization of the Farmers Elvtr. Co. is completed with Antom Miller, pres., and E. M. McKissick, secy. Capital stock \$35,000. This company will buy or build an elvtr.

Burchinal, Ia.—A fire was started in the elvtr. of the Farmers Co-operative Society when it was struck by lightning recently. It was soon extinguished by a bucket brigade, and the damage did not exceed \$25.

Sloan, Ia.—Fire starting in the top of the Farmers Elvtr. caused from a defective motor, was smothered by a hand extinguisher before the arrival of the fire company. Mgr. Chas. Corr states that the damage was slight.

Des Moines, Ia.—Capt. R. W. Harper, of the grain firm of F. Harper & Sons has been made head of the motor transport work of the American Expeditionary Forces. He now has charge of all motor transport here and abroad.

Sioux City, Ia.—The Mariner Terminal Elvtr. Co., of which Fred C. Mariner is pres., has signed a contract for the erection of an elvtr. of 50,000 bus. capacity, to cost approximately \$100,000. The building will be 41x56 feet and 133 feet high.

Jessup, Ia.—The Emerson Grain Co. shipped several carloads of wheat to Chicago Oct. 2. For 40 years little or no wheat has been shipped from here but under government urge farmers of Buchanan county have harvested 28,000 bus.

Mason City, Ia.—Lamson Bros. & Co. have absorbed the interests of the Hubbard Grain Co. S. L. Gordinour will be in charge of the consolidated business. This concern recently sold its line of elvtrs to the Quaker Oats Co. but retained its offices in the M. B. A. Bldg. Mr. Hubbard purchased a membership in the Chicago Board of Trade a short time ago.

Sioux City, Ia.—Business men of this city will probably be asked to subscribe more than \$1,000,000 in capital stock to finance the building of terminal elvtrs. to take care of the city's position as a terminal grain market. It will be necessary to build fully equipped elvtrs. of large capacity to provide for the grain shipments that will be diverted this way as the result of the proportional grain rate victory.

Bremer (Waverly p. o.), Ia.—The Bremer County Farmers Co-operative Co. was organized Sept. 20. The firm is capitalized at \$12,000 and will do a general grain, feed and coal business. The following were elected directors: Henry Krueger, Geo. Winzenburg, F. O. Bortz, Wm. Wendt, Henry Korte, Arthur Epley and Henry Eick. Miles K. Culver, director of the Iowa State Farmers Grain Dealers Ass'n, attended the meeting.

## KANSAS

Viola, Kan.—O. E. Case is mgr. of the Viola Grain Co.

Fredonia, Kan.—L. A. Hampton is installing machinery for a 50-barrel flour mill.

Girard, Kan.—Hitz & Son plan to double the capacity of their mill.

Columbus, Kan.—A. R. Wilson, a leading grain buyer of this city, died suddenly Sept. 14.

Rossville, Kan.—A recent fire slightly damaged the elvtr. of The Farmers Co-op. Elvtr. Co.

Wichita, Kan.—Fred A. Forsha, former owner of the St. Johns Mill & Elvtr. Co., died Sept. 2.

Washington, Kan.—Cal Evans has succeeded E. P. Lowe as mgr. for the Farmers Union Elvtr. Co.

Ellis, Kan.—A 50,000-bu. elvtr. has just been completed for the Ellsworth Mill & Elvtr. Co. by the White Star Co.

Elbing, Kan.—It is probable that we will rebuild our plant, but not this season.—Larrabee Flour Mill Corp., E. W. Melendy, mgr.

Dent Spur (Great Bend P. O.), Kan.—John J. Horner is mgr. of the Dent Spur Co-operative Equity Exchange.—John J. Horner.

Galatia, Kan.—The Wolf Milling Co., of Elmwood, recently let contract for the erection of a 1,500-bu. elvtr. to the White Star Co.

Hackney, Kan.—The new elvtr. being built for the Hackney Farmers Union Ass'n by the White Star Co. will be finished within ten days.

Ashton, Kan.—The new elvtr. of the Sumner County Farmers Union Ass'n has recently been completed. It was constructed by the White Star Co.

Hitschman, Kan.—The Claflin Co-operative Grain, Fuel, & Stock Co., of Claflin, will build a fireproof, tile elvtr. here. The White Star Co. has the contract.

Oak Hill, Kan.—The Kansas Flour Mill Co. will close its elvtr. Oct. 1. I have resigned my position as buyer and will remove to Penokee, Kan.—F. H. Gripp.

Arkansas City, Kan.—Work has been completed on the new elvtr. of the Arkansas City Farmers Union Co-operative Ass'n. The White Star Co. were the contractors.

Powhattan, Kan. — We have sold our elvtr. and coal business to G. W. Bartley and W. H. McGinnis, who took possession Oct. 1.—Kinnear Grain Co., C. D. Kinnear, mgr.

Oswego, Kan.—The elvtr. of the Oswego Seed & Grain Co. was destroyed by fire Sept. 20.; estimated loss \$15,000. The fire was discovered in the cupola and is supposed to have started from sparks from a locomotive.

Sterling, Kan.—W. R. Atherton has resigned his position as mgr. for the Farmers Co-operative Union and is now employed in a similar capacity at the elvtr. of the Sterling Milling Co., succeeding C. B. Hodge. Grant Mowrey, of Raymond takes Mr. Atherton's former place.

Patterson, Kan.—The Co-operative Equity Union has let a contract for the erection of an elvtr. of modern construction and equipped with up-to-date machinery. The officers are, T. S. Hunt, pres., August Vollweider, v-pres.; Geo. Hess, sec-treas. Chas. Blubaugh and B. Gibbons are directors. The White Star Co. has the contract.

## KENTUCKY

Owensburg, Ky.—The Rapier Sugar Feed Co. has given up its lease on the elvtr. of the American Milling Co.

Hopkinsville, Ky.—The elvtr. of James Cate & Sons Co. which burned recently with a loss estimated at \$50,000 will be rebuilt.

Newport, Ky.—The Dorsel Co. announces the incorporation of its grain department at Cincinnati under the name of the Dorsel Grain Co. The personnel of both companies remains the same. Edw. Linder, present mgr., will continue in charge.

## LOUISIANA

New Orleans, La.—The local office of the J. H. W. Steele Co., after Sept. 15 will have its local office in the Whitney Bank Bldg.

## MARYLAND

### BALTIMORE LETTER.

John W. Snyder represented the Chamber of Commerce at the Atlantic Deeper Waterways Convention, which was held in Boston recently.

Jas. W. Kelly, Wm. DeFord Hauer, Alfred Ettlinger, John L. Hayes and James W. Barker have been admitted to membership in the Chamber of Commerce.

J. Carroll Fahey, Walter B. MacNeal, George A. Hax, Henry E. Wack, Richard C. Wells, Samuel D. Thomas and A. Edward Kahler represented the Chamber of Commerce at the convention of the Grain Dealers National Ass'n at Milwaukee recently.

The Pennsylvania R. R. Co. in supplement 4 to I. C. C. 8282, effective Oct. 21 makes the following change in insurance: Unless otherwise instructed by owners, this carrier will cause to be insured against loss by fire, for account of whom it may concern, all grain while in the elvtrs. at a daily rate per \$100 equal to one-thirtieth of the monthly short rate of the annual rate promulgated by the Ass'n of Fire Underwriters of Baltimore City. The B. & O. and Western Maryland make effective Oct. 25 and Oct. 27 a regulation as follows: Upon request of owner, this company will insure against loss by fire while in elvtrs. at the prevailing rates of the Ass'n of Fire Underwriters of Baltimore City, applying to the elevator in which the grain is stored. Loss or damage by fire on grain not so insured and loss or damage by deterioration from heating or other inherent causes at owners' risk.

## MICHIGAN

McMillan, Mich.—The McMillan Mill & Elvtr. Co. incorporated; capital stock, \$10,000.

Sault Ste. Marie, Mich.—The Hewitt Grain & Provision Co. is building two large new warehouses.

Ovid, Mich.—Charles C. Cowan, engaged in the grain business here for a number of years, died suddenly Sept. 14.

Caledonia, Mich.—E. B. Thorsen of Nashville has become manager of the elvtr. purchased by the Farmers Co-op Elvtr. Co.

Caledonia, Mich. — R. F. French has purchased the Caledonia Mlg. Co.'s property from K. P. Purnell, and will operate it in connection with his mill at Midleville.

Blissfield, Mich.—Geo. L. Porter is mgr. and Clayton A. Cody is grain buyer, for the Farmers Co-operative Grain & Produce Co., which succeeded the Blissfield Co-operative Co.

Detroit, Mich.—We have purchased the plant of the Pontiac, Mlg. Co., at Pontiac, and that of the Durand Mlg. Co., at Durand. Both plants will be improved and operated as local branches of the firm. Commercial Mlg. Co., W. B. C.

## MINNESOTA

Ruthon, Minn.—Leo Pratt is mgr. for the Northwestern Elvtr. Co.

Lake Park, Minn.—The new elvtr. of Bramer & Olson is completed.

Alvarado, Minn.—A. H. Nystrom is mgr. of the Independent Grain Co.

Mayer, Minn.—The Powers Elvtr. Co. has succeeded the State Elvtr. Co.

Sleepy Eye, Minn.—The elvtr. of Ed. F. Berkner is being enlarged and improved.

London, Minn.—J. R. Lukes is installing a new Emerson Cleaner.—John Reisdorf, agt. Speltz Grain & Coal Co.



Northfield, Minn.—Mr. Fainkoop is mgr. for the Northfield Farmers Mercantile Co.

Raymond, Minn. — The Monarch Elvtr. Co. was destroyed by fire. Estimated loss, \$30,000.

Canby, Minn.—Frank Chizek contemplates the erection of an elvtr. on his farm this fall.

Chandler, Minn.—Jack Cortney is not agt. for the Bennett Elvtr. Co.—Wm. Notte, mgr.

Lakeland, Minn.—M. H. O'Hallaran, of Minneapolis, has bot the elvtr. of the R. E. Jones Co.

Kasson, Minn.—We have installed electric light and motor in our elvtr.—Christensen & Muldown.

Grove City, Minn.—Herman Ehlert, of Gladstone, N. D., has been made mgr. of the Powers Elvtr. Co.

New Germany, Minn.—B. W. Schimmelfennig has been appointed mgr. of the J. C. Whelan Elvtr. Co.

Benson, Minn.—John A. Larson has leased the elvtr. of the E. S. Mooers Elvtr. Co. for which he was agt.

Truman, Minn.—The Farmers Elvtr. & Lumber Co. has bot the machinery business of Cole & Hentini, who will retire.

Altura, Minn.—The Altura Elvtr. Co. contemplates the installation of cleaning machinery and will make other improvements.

Bombay (Kenyon p. o.), Minn.—S. L. Tussing, not H. Smith, is the present mgr. for the Bombay Farmers Mercantile & Elvtr. Co.

Excelsior, Minn.—The elvtr. of S. S. Smith & Son has been leased to O. A. Kneeland and operation will be resumed immediately.

Duluth, Minn.—Trading in barley for future delivery will be inaugurated by the Board of Trade, the contract grade to weigh 47 lbs.

Stillwater, Minn.—There are two elvtrs. here, the Stillwater Market Co. and the Commander Elvtr. Co. No new elvtrs. are being built.—X.

Norwood, Minn.—The Norwood Farmers Co-operative Elvtr. Co. has leased the Security elvtr. for this year's crop. An elvtr. will be erected in the spring.—Henry Bergman, mgr.

Grove City, Minn.—The Powers Elvtr. Co. is remodeling its plant. A new foundation, new leg and electric drive are some of the improvements made.—Anton Hermanson, Jamestown, N. D.

Battle Lake, Minn.—The elvtr. of the Andrews Grain Co. was wrecked and removed this summer. The Farmers Elvtr. Co. and the Monarch Elvtr. Co. are both operating now.—A. C. Hatch.

Dundas, Minn.—The report that W. Weaver, former mgr. of the Medina Mfg. Co., at Medina, N. D., has moved to Kensington was incorrect. He has purchased the Dundas mill and is located here.

Cazenovia, Minn.—S. M. Culbertson of Minneapolis has purchased the interests of W. J. Dingler there. Mr. Culbertson has succeeded Mr. Dingler as mgr. of the Farmers Elvtr. and is in charge of the Dingler merchandise store.

Grand View, Minn.—I am owner and operator of the Liberty Grain Co., which concern was formerly the Grandview Elvtr. Co., owned jointly by H. V. Stineman and myself. Mr. Stineman is now in the United States service.—J. M. Buster.

Breckenridge, Minn. — Mgr. Paulson of the Farmers Elvtr. Co. has solved the problem of moving cars to facilitate grain loading. He employs the use of a gas tractor and as long as the railroad can supply the empties there is not a possibility of this elvtr. getting blocked up with grain.

Duluth, Minn. — Although 60 cents an hour is now being paid for common labor and 75 cents an hour for Sundays, holidays and overtime, elvtr. operators here and at Superior are finding it impossible to maintain full crews owing to a tenden-

cy of the men to change from one elvtr. to another. As evidence of conditions, the management of one of the elvtrs. has offered to pay a bonus of \$1 a day over the regular rates to all men who stay through the season.

## MINNEAPOLIS LETTER.

By a vote of 124 to 4 an amendment was carried making No. 1 rye applicable on contracts in the Minneapolis market.

Barley grades are being drafted by the directors of the Chamber of Commerce with a view to trading for future delivery.

L. N. Ritten, formerly with the Gould Grain Co., is now in the employ of the Getchell-Taunton Co. as cash grain salesman.

The Treasure State Grain Co. incorporated; capital stock, \$50,000; incorporators, A. E. Platz, M. J. Dunn and J. B. Myrleland.

Headquarters of Charles E. Lewis & Co. will be moved from the Chamber of Commerce to the new offices on Second Ave. So. and Sixth St. Todd Lewis who has been with the Red Cross in France expects to be home about Oct. 15.

Chas. M. Case, who has been elected pres. of the Chamber of Commerce, has been engaged in the grain elvtr. business at this city for 25 years, most of the time having been associated with the late Geo. C. Bagley, and he is now vice pres. and treas. of the Atlantic Elvtr. Co.

At the annual election of the Minneapolis Chamber of Commerce, held Oct. 3, the following officers were elected: C. M. Case, pres.; B. F. Benson v. pres. Board of directors: A. C. Andrews, H. S. Helm, J. H. MacMillan, Asher Howard, Thornton W. Hall, F. C. Van Dusen, S. J. McCaull. Board of Arbitration: C. E. Lockerby, J. R. Stewart. Board of Appeals: J. H. Riheldaffer, H. G. Dickey.

## MISSOURI

Tarkio, Mo.—H. D. Kent, formerly of Troy, will engage in the grain business here.

Adrian, Mo.—The construction of the elvtr. for the Farmers Club will soon be started.

Malden, Mo.—I have quit the grain business and have moved to Ash Grove, Mo.—M. Wigle.

Bragg City, Mo.—We are building a small elvtr. here, of 15,000 bus. capacity.—Little River Farms Co.

St. Joseph, Mo.—H. A. Pepple is representing the McKee, Lindley & Dunn Grain Co. of this city in Kansas and Nebraska.

Versailles, Mo.—M. F. Hargett has sold a half interest in his grain business to W. W. Moore, and hereafter the business will be conducted under the firm name of Hargett & Moore.

Mountain Grove, Mo.—About 3,000 bus. of wheat and more than 100 tons of baled hay were destroyed by fire which broke out in the McEwen Grain Co.'s warehouse Sept. 29. The building, a large concrete structure, was owned by J. A. Cover.

Sweet Springs, Mo.—The grain elvtr. and warehouse of the Farmers Elvtr. & Grain Co., burned Sept. 30, the estimated loss being \$75,000. The elvtr. contained about 3,000 bus. of wheat, the warehouse about 30,000 pounds of flour and 1,500 pounds of other valuable feedstuffs. The fire started in the warehouse.

## KANSAS CITY LETTER.

The Kansas City Board of Trade will vote October 21 on a resolution of the directory to repeal the rule against sending prepaid telegraphic or telephonic market reports to the country.

## ST. LOUIS LETTER.

Fred H. Udell with the Ralston Purina Co. has applied for membership in the Merchants Exchange.

The services of R. M. Hall were terminated by us thirty days after he entered our employ.—Picker & Beardsley Commission Co.

Chas. Schroeder has severed his connection with the Wilson Sampling Bureau where he was employed as a grain sampler, to become mgr. for the Schultz & Niemeier elvtr.

The board of directors of the Merchants Exchange recently authorized the appointment of a com'te to fix the settlement price on contracts for corn for September delivery in the event the com'te should find it necessary to take such action prior to the last day of September. The com'te, as appointed by Pres. J. O. Ballard, consisted of E. G. Andrews, Geo. C. Martin, Jr., and G. Harsh.

On Oct. 1 members of the Merchants Exchange voted upon a proposition to amend paragraph 15 of section 1 of rule 8 making the delivery of regular deliveries of contract grades of grain on contracts for future delivery, in cars on track within the switching limits of St. Louis or East St. Louis, permissible during any business day of any delivery month, instead of only during the last six business days as the present rule provides.

Ed. H. Hasenwinkle has become assistant mgr. for the J. L. Fredericks Commission Co. with an interest in the business. Mr. Hasenwinkle was formerly local mgr. for E. Lowitz of Chicago. He has had a long experience in the grain business since he started as grain buyer for his uncle at Cooksville and Hudson, Ill., at the age of 17 years. For several years he was sec'y and treas. of the Hasenwinkle Grain Co., of Bloomington, and has been identified with C. H. Thayer & Co., and the J. Rosenbaum Grain Co. Mr. Hasenwinkle will devote part of his time to calling on his many friends in Iowa and Illinois.

## MONTANA

Baker, Mont.—W. O'Laughlin has bot the elvtr. formerly operated by the Geo. C. Bagley Grain Co.

Sunburst, Mont.—Wm. Halter, formerly engaged in the grain business here, has removed to Mapes, N. D.

Denton, Mont.—George Hayes has accepted a position as auditor for the Rocky Mountain Elvtr. Co. at Great Falls.

Shawmut, Mont.—New cleaning machinery will be installed in our elvtr.—R. E. Freeman, mgr., Progress Farmers Elvtr.

Livingston, Mont.—Billy Miles and his brother, Tom, pioneer grain dealers, will discontinue business.

Sumatra, Mont.—A Markenson, agt. for the Musselshell Valley Grain Co. divides his time between Melstone and Forsyth. I am agt. at Sumatra and Ingomar for the same concern.—Shelby Wright.

## NEBRASKA

Haigler, Neb.—Chas. Balderson is mgr. for the Haigler Equity Exchange.

Tamora, Neb.—Mr. Cline, mgr. for the Central Granaries Co. has resigned.

Palmyra, Neb.—Work is progressing on the erection of a new elvtr. for the Duff Elvtr. Co.

Malcolm, Neb.—I have transferred my business to the Malcomb Grain Co.—A. Otterman.

Wayne, Neb.—A new elvtr. will be built here. The Van Ness Construction Co. has the contract.

St. Paul, Neb.—Chris Jensen has succeeded J. F. Beckman as mgr. for the Union Grain Co.

Rising City, Neb.—G. B. Barker, owner of elvtrs. here and at Millerton has enlisted in the army.

Douglas, Neb.—I have been mgr. for the Farmers Elvtr. Co. for the past three years.—F. N. Robb.

Ord, Neb.—A grain cleaner and other machinery is being installed in the plant of E. B. Weekes Co.

Haigler, Neb.—The new elvtr. of the Wood-Found Lumber Co. is now practically completed. It has a capacity of 18,000 bus.



Upland, Neb.—N. Ostergaard has succeeded Mr. Lorenzen as mgr. for the People's Grain, Coal & L. S. Co.

Waverly, Neb.—L. S. Sudduth has succeeded A. D. Duncan as mgr. of the Farmers Union Co-operative Ass'n.

Axtell, Neb.—John A. Johnson has been appointed mgr. of the Crete Mills to succeed James Johnson, resigned.

Coleridge, Neb. — Luther Hagedorn has succeeded C. E. Gallagher as agt. for the Holmquist Grain & Lumber Co.

Arcadia, Neb.—R. R. Clark is now manager for Taylor-Hardin Grain Co. which recently took over an elvtr. here.

Jackson, Neb.—J. W. Collins has resigned as mgr. of the Atlas Elvtr. Co. Chris Severson is his successor.

Gretna, Neb.—A. F. Wiles, former mgr. of the Gretna Elvtr. Co., has accepted a position with a grain firm in Omaha.

Hebron, Neb.—A. J. Dewald is the new mgr. of the Farmers Elvtr. & Shipping Ass'n. He succeeds Ralph Butler who is in the army.

Elmwood, Neb.—The Elmwood Community Mill & Elvtr. Co., of which Messrs. Olson & Ring are proprietors, is again in operation.

Wakefield, Neb.—John Egbert, former agt. for the Farmers Union Co-operative Ass'n, at Glenvil, has accepted a position as mgr. for a local elvtr.

Tekamah, Neb.—The Latta Grain Co. has secured the services of W. H. McKeon as mgr. Mr. McKeon was mgr. of a grain elvtr. at Grafton for 8 years.

Bookwalter, Neb.—Joe Bookwalter has taken over the Potts-Colwell elvtr. here, and will be given possession March 1. The firm will be known as the Pawnee Grain Co.

Horn (Crawford p. o.), Neb.—T. F. Golden has engaged in the grain, hay, coal and implement business here and is looking after the establishment of a postoffice.

South Ravenna (Ravenna p. o.), Neb.—Farmers of this vicinity will build or buy an elvtr. here. A meeting was held Sept. 26.—W. D. Gray, agt. D. Wort, Kearney, Neb.

Dorchester, Neb.—I have resigned my position with the Central Granaries Co. and have accepted a position as mgr. for the Fairmont Grain Co. at Fairmont.—F. W. Hoobler.

Neligh, Neb.—The Farmers Union Co-operative Ass'n incorporated; capital stock \$50,000. Officers have not yet been elected. The concern will do a general grain business.

Palmyra, Neb.—We have torn down our old elvtr., and are replacing it with a larger one of modern construction. It will have a capacity of about 20,000 bus.—Duff Grain Co., Nebraska City.

Blair, Neb.—Andrew Sinamark, has resigned his position as agt. for the Farmers Co-operative Elvtr. Co., to take effect Oct. 1. He has accepted a position at Wahoo with the Phelps Lumber Co.

Pawnee City, Neb.—Joe Bookwalter has taken possession of the W. S. Potts Grain Co. The new firm will be known as the Pawnee Grain Co. and will be under the direct management of Mr. Bookwalter.

Red Cloud, Neb.—N. P. Nelson, pres. of the Citizens Bank of Dorchester, has purchased the Diamond Milling & Elvtr. Co. The mill is to be converted into an elvtr. and will be ready to receive grain soon.

Ord, Neb.—W. M. Costello has accepted a position as auditor of the Nebraska Farmers Grain & Live Stock State Ass'n, Omaha. His successor as treas. and mgr. of the Farmers Grain & Supply Co. is J. C. Wishda.—Farmers Grain & Supply Co.

Peru, Neb.—Work has commenced on the erection of my new elvtr., after tearing down the old one. The Birchard Construction Co. has the contract for the new 20,000-bu. house. The plant will be operated by steam power; a Richardson Automatic Scale, cleaner and car loader will be installed.—Earle Fisher.

Monroe, Neb. — At a meeting of the stockholders of the Monroe Farmers Ass'n held recently it was decided to issue \$5,000 of preferred stock. Practically one-half of the amount was subscribed at the meeting.

Tecumseh, Neb.—The Farmers Union Co-operative Ass'n is building a storage room and putting a new roof on its elvtr. A new office building will soon be under course of construction. J. A. Harvey is mgr. of the elvtr.

Carroll, Neb.—John F. Westrand and Oscar Stephens have bot the grain business of J. J. Mullaney. They will operate under the firm name of John F. Westrand Co. H. Fitz Simmons, former agt. has quit the business.

#### OMAHA LETTER.

The sixteenth annual convention of the Nebraska Farmers Co-operative Grain & Live Stock State Ass'n will be held at the Hotel Rome, Omaha, Tuesday, Wednesday, and Thursday, Nov. 19 to 21.—J. W. Shorthill, sec'y.

W. E. Fifield has severed his connection with the Nye-Schneider-Fowler Grain Co., for which he has acted as traveling representative for the past five or six years, and is now associated with the Miller-Wilson Grain Co. as a member of the firm.

I will conduct a general grain merchandising business at Omaha, together with Warren I. Powell, who was formerly employed by the Armour Grain Co. We expect to do a large shipping business throughout the Southwest. Our business at Houston, Tex., will be continued under the management of Leslie Jenison.—Sigmond Rothschild.

Wm. R. Richter, head of the U. S. Commission Co., which went into bankruptcy a year ago, has been indicted for forging Bs/L. He is alleged to have issued a forged B/L, stating that 87,040 bus. of bulk corn had been delivered to the Union Pacific at Fremont on July 5, 1917, by "H. Bogard," the B/L being signed by "N. Stubblefield" as railroad agent. The indictment asserts that there was no such person as "H. Bogard" involved in the transaction, and that no such person as "H. Stubblefield" signed the B/L. The liabilities of the company were \$239,630, with nominal assets.

#### NEW ENGLAND

Newtown, Conn.—The Botsford Coal & Grain Co., incorporated; capital, \$45,000; incorporators, Henry Schopick, Samuel Nalevsky and Samuel Susman.

Pittsfield, Mass.—Anson C. Griffin has bot the grain business of his father, Wm. P. Griffin who will retire. The new owner has been associated with the business for a number of years.—S.

Hopkinton, R. I.—The Roy Rawlings Co. incorporated; capital stock, \$30,000. Officers are, Roy Rawlings, pres.; Charles P. Cattrell, treas. Edw. P. Jastram is clerk. The concern will deal in grain and feeds.

Portland, Me.—R. H. Morrill Co. has been succeeded by the Portland Grain Co. Ralph A. Morrill pres., Chas. B. Hatch, treas.; Walter B. Bailey, formerly of the Quaker Oats Co., ass't treas.; Clarence A. Williams, mgr. of transportation.

Portland, Me.—Ralph H. Morrill and Charles P. Patch have organized the Portland Grain Co. capitalization, \$100,000. The company will handle grain, cereals, feeds and hay. Additional storage space and shipping facilities will be provided.—S.

#### BOSTON LETTER.

The Stevens-Crosby Co. incorporated for \$25,000. Directors, Wm. S. Crosby, Sumner Crosby, and John E. Stevens. The company will act as grain commission merchants.—S.

Chandler H. Colby, son of Benjamin L. Colby of the Grain firm of Noyes & Colby died at Camp Devens four days after he contracted Spanish influenza. He had been associated with his father in business for five years.—S.

The partnership of C. F. Marden and L. S. Tainter, grain dealers, Chamber of Commerce, has been dissolved. Mr. Marden will continue the business under his own name.—S.

W. J. Dunlay, former member of the Grain Board has been appointed a first lieutenant, headquarters department, forage division of the army and assigned to El Paso, Tex.—S.

Edward C. Thompson, a member of the Grain Board of the Chamber of Commerce, is now in training at Camp Dix, N. Y. He has been promoted from first lieutenant to captain.—S.

New members of the Grain Board and Chamber of Commerce are, Joseph F. Gubbins, W. J. Newcomb, H. L. Tuttle, Charles Watson Bowker, Jr., Fred L. Cressey, Wm. A. Ide, Oscar L. Johnson, Raymond F. Kilthau.—S.

#### NEW MEXICO

Las Cruces, N. M.—The Mesilla Valley Produce Exchange has added a large warehouse to the mill and built two cement storage tanks of 6,000 bus. capacity, giving the mill a storage capacity of 25,000 bus. A special bin has been provided in which to store the different varieties of seed wheat. Fairbanks Scales have been installed.

#### NEW YORK

New York, N. Y.—W. Blair & Co. incorporated; capital stock, \$100,000. Incorporators, W. and D. H. Blair, and M. W. Sametz.

Buffalo, N. Y.—The Evans Elvtr. Co. incorporated; capital stock, \$300,000; incorporators, W. H. Watson, J. I. Kinney and M. E. Sullivan.

#### NORTH DAKOTA

Midway, N. D. — L. M. Engleson has erected an elvtr.

Sykeston, N. D.—F. F. Bakke is no longer mgr. for the Andrews Grain Co.

Inkster, N. D.—Our elvtr. has been recently overhauled.—Canton Grain Co.

Crosby, N. D.—Wm. Nott has leased the elvtr. of A. N. Sorbo for the season.

Selfridge, N. D.—Messrs. Ringhorn and Hasen have given up their elvtr. project here.—X.

Osnabrock, N. D.—The Northwestern Elvtr. here will be in charge of D. C. Donovan.

Moselle (Wyndmere p. o.), N. D.—Mr. Folsen is mgr. of the Osborne-McMillan Elvtr. Co.

Sherwood, N. D.—Thomas M. Mrachek is mgr. for the Sherwood Farmers Co-operative Elvtr. Co.

Manfred, N. D.—Tony Haas of Anamoose is agt. for the Regan & Lyness Elvtr.—Christ Stradinger.

Scranton, N. D.—The George C. Bagley Elvtr. Co., of Minneapolis has bot the Scranton flour mill.

Tuttle, N. D.—I am now employed as agt. for the Regan & Lyness Elvtr. here.—Christ Stradinger.

Bowden, N. D.—Regan & Lyness have spent approximately \$2,000 on improvements for their elvtr.

Forman, N. D.—O. P. Asheim has succeeded Dick Jones as mgr. of the Farmers Co-operative Elvtr. Co.

Kensal, N. D.—This firm has no connection with the Kensal Co-operative Co.—Kensal Farmers Elvtr. Co.

Fairdale, N. D.—Ernest Wilcox has bot Ole A. Haug's elvtr. and will open for business in a short time.

Hoople, N. D.—The Powers Elvtr. formerly owned by the State Elvtr. Co. is to be repaired.—C. G. Reynolds, mgr.

Walum, N. D.—The Consolidated Elvtr. Co. of Duluth has agreed to lease its elvtr. here to the Farmers Elvtr. & Mercantile Co.



Lacota, N. D.—The Equity Exchange has bot the Empire Elvtr.

Werner, N. D.—Burr Howard is mgr. for the Werner Equity Co.

VanHook, N. D.—Charter has recently been granted to The VanHook Grain & Trading Co. Capital stock, \$15,000.

Knox, N. D.—Tom Watland and M. F. Hrabe have taken over the St. Anthony & Dakota elvtr. Martin Steen is mgr.

Hague, N. D.—John and Joe Buechler have purchased the property of the Bagley Elvtr. Co. R. Helm is grain buyer.

Hoople, N. D.—There is no such person as J. W. Shinnick engaged in the grain business here.—C. W. H. mgr. Farmers Elvtr. Co.

Courtenay, N. D.—The Equity Exchange Co. has purchased Polly & Schumacher's elvtr. and have made a number of improvements.

Murray (Hankinson p. o.), N. D. — The Farmers Equity Elvtr. Co. and The Andrews' Grain Co. have traded their respective houses.

Kukuk, N. D.—An elvtr. has been completed at Tuttle siding, on the Milwaukee branch about half way between McLaughlin and Selfridge.

Kenmare, N. D.—E. Loader is the new mgr. of the Occident Elvtr. Co. here. The elvtr. was closed during the summer but is now open again.

Emrick, N. D.—Thirty-five farmers of this vicinity have organized a farmers elvtr. company. J. M. Loyd is pres. and R. M. Streibel is sec.

South Heart, N. D.—B. J. Steffen is the mgr. of the Farmers Grain Co. Mr. Steffen was formerly with the N. J. Steffen Grain Co., at Belfield.

Buffalo, N. D.—Extensive improvements are being made at the Farmers Elvtr. A new office building is being erected and a new engine installed.

Wing, N. D.—E. V. Coon, of Minneapolis is now in charge of the local Monarch elvtr. Mr. Coon has had many years experience in grain buying.

Venturia, N. D.—Venturia Farmers Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, J. H. Wishek, Lewis Walker, and W. L. Johnson.

Hampden, N. D.—An elvtr. is being erected on the farm of James Hay. It will be of up-to-date construction and will have a capacity of 6,000 bus.

Lidgerwood, N. D.—The Farmers Co-operative Elvtr. Co. incorporated; capital stock, \$25,000. Incorporators, John Goolsby, J. L. Copeland and A. G. Honi.

Valley City, N. D.—The new office building of the Farmers Elvtr. Co. has been completed. The addition is of brick, 26x26 feet. J. H. S. Thompson is mgr.

Bowden, N. D.—The annual meeting of the Bowden Co-operative Farmers Elvtr. Co. was held recently. Geo. Brynjulson was elected pres. and J. H. Sogn, sec'y.

Casselton, N. D.—Geo. Skelm, for several years mgr. and agt. for the Acme Elvtr. Co., at Tower City, is now employed as agt. for the Baldwin Elvtr. Co.

Inkster, N. D.—C. A. Bollinger, who has been mgr. of the St. Anthony & Dakota Elvtr. Co. at Cando for the past two years, has purchased an elvtr. at this station.

Tower City, N. D.—Geo. Skelm has resigned as mgr. and agt. for the Acme Elvtr. Co. and has accepted a position as agt. for the Baldwin Elvtr. Co., at Casselton.

Beach, N. D.—Farmers of this locality are organizing a company to take over the business of the Golden Valley Farmers Co-operative Co., which is being dissolved.

Larimore, N. D.—Carter E. Pendergast is not in the grain business now, having enlisted in the army May 1. He is at Ft. Riley, Kan.—Thos. Pendergast, mgr. Northwood Equity Elvtr. Co., Northwood, N. D.

Donnybrook, N. D.—The Donnybrook State Bank has bot the J. H. Lynch elvtr. J. G. Battcher is mgr. H. Fouks is mgr. for the Farmers Elvtr. Co.—J. G. Egger, agt. Osborne-McMillan Elvtr. Co.

Weaver, N. D.—Incendiaries are blamed for the destruction of two large grain elvtrs. which burned Sept. 28. The fire started in the St. Anthony & Dakota elvtr. and was communicated to the only other elvtr. in the town. There were about 30,000 bus. of grain in the two structures.

## OIOH

West Mansfield, O.—L. C. Titus has purchased the elvtr. here.

Cincinnati, O.—The Stafford Grain Co. has removed to Portland, Ind.

Cincinnati, O.—E. W. Turner is superintendent of the Fairmont Grain Elvtr. Co.

Spencer, O.—I am mgr. for the Spencer Equity Union Exchange Co.—A. H. Fuller.

Ada, O.—A movement is on to establish a farmers co-operative grain company.—X.

West Manchester, O.—Powell Bros. will go out of grain business as both the Mr. Powells will go in the army.

Greenwich, O.—The Greenwich Farm Products Co. and Firestone & Knapp are the only grain firms at this place.—X.

Sidney, O.—On Oct. 1 I will open an office, handling grain and hay in carload lots under my own name.—V. E. Chambers.

New Madison, O.—I have sold my elvtr. to the New Madison Grain Co., a newly organized farmers' company. Possession will be given Oct. 15.—D. L. Mote.

Cincinnati, O. — Roscoe Frazier of the Farmers Elvtr. Warehouse Co., San Juan, Tex., has asked the Chamber of Commerce to assist in finding a suitable site here for a grain elvtr. of 50 to 60 cars capacity.

Delphos, O.—We are completing a storage house and elvtr. located on the Penna. & T., St. L. & W. railroads. The storage building is 108 feet long, and 30 feet wide; two floors and basement; capacity, about 20 carloads of flour and feed, and a bin capacity of 15,000 bus. for small grain. This building will be operated by electric power and will be equipped with a 1-ton freight elevator. The driveway is all under shed and will accommodate 4 teams. We will buy grain, hay and potatoes, and will grind feed and do a jobbing business in flour and feed. A. L. Garman, C. E. Marsh, John and I. C. Nolte comprise the flour and feed dept.—The Garman Grain Co.

## OKLAHOMA

Beaver, Okla.—The Beaver Equity Exchange has resumed operation.

Leedey, Okla.—I am contemplating the erection of an elvtr., to be built next year.—S. F. White.

Durant, Okla.—A large oat elvtr. is being built for the Durant Mlg. Co. by the White Star Co.

Dodge, Okla.—Work has started on a new building for the Dodge Mill & Elvtr. Co. The White Star Co. is doing the work and furnishing full equipment for the plant.

Jet, Okla.—A 15-h.p. Fairbanks-Morse engine, automatic scale and up-to-date machinery has been installed in our new 17,000-bu. elvtr. The office and store room are detached. Officials of the company are: R. W. Bell, pres.; H. A. Deck, sec. treas.; W. L. Mifcalf, v. pres. Directors, T. J. Jet, E. Page, A. F. Fisher and W. E. Gorge.—Farmers Exchange, T. T. Williams, mgr.

## OREGON

Astoria, Ore.—The extensive improvements on the Astoria Flour Mills have been completed. I. C. McLeod is mgr.

## PENNSYLVANIA

Philadelphia, Pa.—Chief Inspector Alex Downing has been confined to his home for some time.

Philadelphia, Pa.—George M. Warner, chairman of the grain com'te of the Commercial Exchange, on Sept. 24 urged that all members holding wheat of any grade in the Port Richmond elvtr. make immediate disposition of it by delivery to the Food Administration Grain Corporation, in order to make room in the elvtr. and to keep the grain moving.

## SOUTH DAKOTA

Scenic, S. D.—Mr. Arnold has bot the Malby Elvtr.

Kidder, S. D.—The Farmers elvtr. is undergoing extensive improvements.

Marvin, S. D.—I am mgr. of the Potter, Garrick & Potter Elvtr. Co.—Steve Peterson.

Bruce, S. D.—The new plant for the Farmers Co-op. Elvtr. Co. is nearing completion.

Belvidere, S. D.—E. W. Reeves is operating the elvtr. owned by Mr. Hanschutt.—H. F. Kurth.

Huffman, S. D.—The Equity Elvtr. Co. has installed a 15-h. p. oil engine and an automatic dump.

Ipswich, S. D.—Geo. M. Engler has bot the interest of P. J. Moritz in the firm of Engler & Moritz.

Herrick, S. D.—I am mgr. of the Farmers Elvtr., not Clarence Stockwell, as reported in the issue of Sept. 25.—S. B. McConnell.

Worthington, S. D.—G. A. Bremner has leased the Wm. Bradshaw elvtr. and will operate it in connection with his other plant here.

Humboldt, S. D.—The Farmers Elvtr. Co. has bot the property of the Betts & Maloney Elvtr. Co. This makes two elvtrs. for the Farmers Co.

Cottonwood, S. D. — The Cottonwood-Rochdale Co., a recently organized co-operative mercantile company, is operating a grain elvtr. and has installed the government system of bookkeeping.

Clark, S. D.—Work on the construction of the new elvtr. of Henry & Elrod is about finished. The building is of substantial construction and is equipped with up-to-date machinery for the cleaning and handling of grain.

Bristol, S. D.—The Farmers Equity Exchange Co. has bot the Pacific elvtr. on account of increasing business. The purchase increases the firm's capacity to 50,000 bus. D. Davidson is pres. of the company. H. F. Hausmeir is sec'y and mgr.

## SOUTHEAST

Ft. Pierce, Fla.—A building will be erected by the Ft. Pierce Feed & Grain Co.

Columbia, S. C.—The Columbia Chamber of Commerce contemplates the erection of a grain elvtr.

Greenville, Miss.—Fire broke out in a warehouse of the Alfalfa Mill & Elvtr. Co. Sept. 21, resulting in a loss of \$2,500. The sprinkling system aided materially in preventing a disastrous conflagration. The cause of the fire is unknown.

## TENNESSEE

Memphis, Tenn.—Edgar P. Little, pres. of Webb & Maury, grain brokers and dealers, and member of the Merchants Exchange died Oct. 1.

Memphis, Tenn.—A fully equipped elvtr. and corn mill has been designed for Marshall Mott by the White Star Co. The plant will be operated by electricity.

Dyersburg, Tenn.—We have no connection with the Ewel Mlg. Co. The flour mill has been overhauled but we have not increased our capacity which at present is 50,000 bus.—Dyersburg Mlg. Co.



**TEXAS**

Beaumont, Tex.—A. B. Goodwin is now mgr. of the Josey Miller Grain Co.

Temple, Tex.—The creditors of the A. B. Crouch Grain Co. were paid a final dividend Sept. 30.

Seymour, Tex.—The Seymour Grain Co. is now occupying its new quarters in the Hawkins Bldg.

Houston, Tex.—Sigmond Rothschild Co., Inc., will continue in business here, under the management of Leslie Jenison.

Plainview, Tex.—Hall & Ayers Grain Co. incorporated; capital stock, \$25,000; incorporators, E. S. Hall, R. C. Ayers and J. P. Ellinburg.

Fort Worth, Tex.—J. G. Randle, formerly in the employ of the Ft. Worth Grain & Cotton Exchange, is now with the Fort Worth Elvtr. Co.

Dallas, Tex.—The new addition to the plant of the Morten Milling Co. doubles its capacity and gives it an output of 3,000 barrels a day. Its capacity is 500,000 bus.

Crowell, Tex.—F. L. Hughston has become associated with Thos. F. Connally in the grain business here and the firm name will be changed from Tom F. Connally Grain Co. to Connally-Hughston Grain Co.

Fort Worth, Tex.—P. J. Mullen, member of the Fort Worth Grain & Cotton Exchange has gone to Camp Pike, Ark., where he will enter the training school for infantry officers. For the past few months Mr. Mullen has been connected with the Dazey-Moore Grain Co.

**UTAH**

Nephi, Utah.—The Nephi Grain Elvtr. Co. is now operating the 40,000-bu. elvtr. of the Nephi Mill & Mfg. Co. G. H. Whitmore is pres. and T. C. Winn is mgr.

**WASHINGTON**

Kennewick, Wash.—L. E. Pittman is mgr. for the Empire Grain Co.

Mesa, Wash.—The Kludas Foster Grain Co. is not operating this season.

Ruff, Wash.—The Ruff Farmers Whse. Co. is still in business.—John C. Jantz, mgr.

Menoken, Wash.—The new elvtr. erected this season is owned and operated by Chas. Neace.—X.

Colfax, Wash.—H. Schaefer is looking after the interests of the Palmerton-Moore Grain Co. in this section.

Odessa, Wash.—We have moved to Livingston, Mont., and are not now engaged in the grain business.—Inkster Bros.

Ruff, Wash.—A new dump and a 15-ton dump scales will be installed in our elvtr. here.—Griffith Grain & Trading Co.

Ewan (Castleton p. o.), Wash.—The Pacific Grain Co. has leased the warehouse of the Farmers Grain & Supply Co.—X.

Laing, Wash.—We will erect a bulk grain elvtr. of crib construction, with a capacity of 10,000 bus.—Griffith Grain & Trading Co.

Pine City, Wash.—The elvtr. at this station is operated by the White Delaney Co. and the warehouse by the Milwaukee Grain & Elvtr. Co.—X.

Whelan, Wash.—An elvtr. of 25,000 bus. capacity, equipped with up-to-date machinery and automatic scales, has been completed and is now in operation.

Tacoma, Wash.—It is expected that the Sperry Mill Co.'s new elvtr. will be ready for wheat storage by Jan. 1. The plant will have a capacity of 500,000 bus.

Waitsburg, Wash.—The Waitsburg Farmers Union Whse. Co. has taken over the warehouse formerly operated by the Pacific Coast Elvtr. Co. N. B. Atkinson is mgr.—X.

Toppenish, Wash.—The officers of our firm are: F. A. Williams, pres.; Z. Y. Coleman, v. pres. and mgr.; Wm. M. McGowan, sec. and treas.—Toppenish Trading Co. Inc.

McCue (Palisades P. O.), Wash.—There is no such firm as Pacific Grain Co. operating here. The warehouse is owned and operated by the Seattle Grain Co.—X.

Reardan, Wash.—Louis Grinde, an employe of the Reardan Union Grain Co., caught his hand in the grain carrier, Sept. 12, crushing his right forefinger so badly as to require amputation.

**WISCONSIN**

Monroe, Wis.—The Monroe Model Mill reopened Sept. 17. For the present only feeds will be manufactured.

Janesville, Wis.—The Edw. P. Doty Flour Mill will be enlarged and remodeled at an approximate cost of \$50,000.

Biramwood, Wis.—G. L. Arentson & Son have bot the grain and feed business of the Farmers Elvtr. Co., of which Ed Baker was proprietor, and will continue to operate it as before.

**MILWAUKEE LETTER.**

The Midland Mill Co. incorporated; capital stock, \$20,000; incorporators, Sig. Kuczynski and Fred Wendt, Jr. The firm will buy, hold, store, and sell grain.

Beginning Oct. 1 and continuing for the duration of the war, members of the Milwaukee Chamber of Commerce will at 12 o'clock each day cease all business for one minute and join in silent prayer for the victory of the Allies and the speedy termination of the war. Following the prayer the first verse of "America" will be sung.

Trading in puts and calls made subject to deferred acceptance in October commodities ceased after Oct. 2. This prohibition against such trading in current month commodities will apply until further notice, beginning the first day of each month. Weekly privileges must not be permitted to lap over into the current month, but should terminate with the final day of the preceding month, regardless of the day of the week.

An embargo information bureau has been established in the office of the Milwaukee terminal manager for the convenience of the shipping public. Martin Malone is in charge. C. O. Bradshaw, federal administrator for the three roads passing through Milwaukee, has the following staff: J. A. Millington, traffic assistant; A. Dutton, transportation assistant; J. A. McKee, operating assistant; I. G. Miller, chief clerk; A. D. McDonald, grain permit division; Martin Malone, embargo division.

**WYOMING**

Gillett, Wyo.—The Gillett Creamery & Produce Co. has a storage bin located on our track. There are no new elvtrs. here.

Riverton, Wyo.—Work on the erection of a grain elvtr. for the Oakdale Mlg. Co. will commence this fall. A wholesale and retail grain and feed business will be conducted by the company.

PROFESSOR JOHN A. GILMORE, of Charlottesville, Va., has calculated that about 1,550 stock fire insurance companies have started business in the United States and that about 1,300, or 84 per cent. of this total, have either failed, retired or re-insured, leaving about 250, or 16 per cent. then remaining. He also concluded that about 2,900 mutual insurance companies had been organized of which about 700 have failed, retired, or re-insured. This accounts for 24 per cent. of the entire number, and he states that 2,200 were in existence then, or 76 per cent. of all the mutuals organized. In other words, 76 per cent. of all mutual fire insurance companies had survived in comparison with 16 per cent. of the stock companies.

**Chokes.**

BY CAL.

A handy tool for use around the automatic scale is a small hand bellows. Go to the printing office and see the kind the printer uses for blowing the dust out of his type cases. Then get one like it and provide a place to hang it near the scale. Keep it hanging there all the time except just before a car is to be loaded. Its place then, for a few minutes, is in the hands of the elevator man, blowing dust off the scale, especially the bearings. It will pay for itself on one car.

Dirt has no place in the elevator. Neither should it be permitted to accumulate in the office. And the encouraging part of it is that both elevator and office *can* be kept clean. To be sure, one seldom finds that fact demonstrated but that makes it none the less true; and the existence of a few clean elevators and offices is proof that a dirty condition need not obtain by reason of necessity. To keep the place clean means sweeping it thoroughly once a day. The individual operator and manager can convince himself of the truth of this statement in only one way—try it.

The broom in use in the average elevator looks like it might have been in service for not less than a hundred years, with about half of it in some places comparable to the trenches on the Western front. There is no law prohibiting the purchase of a new one.

TIME FOR DRAINING the engine cylinder is near at hand. Freezing temperatures are not far away. Give the matter a little thought now and make the task easier on the cold days this winter.

ORDINARY "DROP CORD" is neither safe nor satisfactory for use as an extension lead on a semi-portable electric light. The wire was not made for that purpose and should never be so used. But just the same it is seen with alarming frequency. Get "packing house cord" for all extensions. It is safe.

DOES THE LEG BELT run true and without scraping the side of the leg casing? If not it should be made to do so. Its failure may indicate a head pulley not properly centered, a splice that is not square, or a leg that is not plumb. No matter what the cause it should be corrected, because in its present condition it means a serious fire hazard.

Has every recommendation and requirement of the inspector for the Conservation Com'te been complied with promptly and faithfully? No? Whose fault—the elevator operator, the manager, the boss or the board of directors? If the operator or the manager he should be fired. If the boss or the board of directors he or they should know better because "a fire from any cause is a calamity; a careless fire is a crime." Tell that to the responsible party.

Speaking about chokes. Had one recently? Learn anything from it that will prevent a recurrence? The elevator operator who fails to learn something helpful from each difficulty encountered in his work is already declining in efficiency, and that is as true of a choke as it is of the establishment of a new system of grading.

"HUNTING new business is largely a matter of hitting a man's eye—not a wastebasket. Clothes may not make the man—but the appearance of your selling literature foretells its destination."—*Graphica.*



## A Vitrified Tile Elevator at Moorefield, Nebr.

Grain dealers in their anxiety to combat successfully the fire fiend are resorting to different materials for constructing their elevators. Years ago tile was used very extensively in the construction of terminal storage bins, but tile has been displaced in the terminal markets almost entirely during recent years by reinforced concrete. Notwithstanding this fact, a number of tile elevators have been built in Iowa, Nebraska, Kansas and Oklahoma during recent years, and recently the imposing elevator illustrated herewith was completed by the Moorefield Equity Exchange at Moorefield, Nebr.

This new plant is composed of two cylindrical bins connected by what is designated as a cleaner bin. The two cylindrical tile bins at either end of the house are divided by tile partitions into four quarter bins supported so as to facilitate the removal of grain from it. The tile walls were all laid in mortar built up at the same time and are interwoven with wires laid in the mortar. Each of the cylindrical bins rises 36 feet above ground and extends a few feet below grade.

The entire plant has an estimated capacity of 14,000 bus. About the only combustible material about the plant is the cupola. All roofs are iron. The house is equipped with one leg supplied with 10" buckets, a Barnard & Leas Cleaner, a manlift, a Fairbanks Wagon Scale in the driveway, and an automatic scale and a 10 H. P. Fairbanks Gas and Oil Engine.

The office and engine room are also in the lean-to, which like the elevator, is built of vitrified tile and fireproof. The

plant is in charge of James Pearson, who for a number of years operated another elevator at this station and for a couple of terms served his state at Lincoln as Lieutenant Governor.

The wearing quality of a tile elevator is probably the most important point to consider in deciding whether or not to build one. Tile no doubt is just as fireproof as concrete and there is no more reason for using wood in giving the finishing touches to a tile elevator than there is in using wood to give the finishing touches to a concrete elevator, which is not done. If the mortar joints remain water and fireproof and care is taken to prevent the breaking in of tile in the walls, then no doubt the tile plant is just as practical for storing grain as concrete. Surely it is just as near fireproof so that the cost of building the two must be the important factor for those who have the selection to make.

A VISITOR'S TICKET, giving Miss Caro Brown, of Red Wing, Minn., the privilege of selecting wheat for purchase on the trading floor was issued recently by the Minneapolis Chamber of Commerce. This is said to be the first time in the history of the organization that a woman has been given permission to transact business on the exchange floor.

"FLAGS OF FREEDOM," a four page folder with the flags of Great Britain, France and the United States embossed in colors on the front page, and containing the words of The Star Spangled Banner, The Marseillaise and God Save The King, is being distributed by the Urmston Grain Co. of Indianapolis and Buffalo to their friends in the trade.



14,000-bu. Tile Elevator at Moorefield, Neb.

## A Toll Saver

Here is a letter from a firm you all know, based on its experience over a period of five years with the Universal Grain Code.

POPE & ECKHARDT CO.

Grain

Commission Merchants

West. Un. Bldg.

Chicago, June 2, 1915.

Grain Dealers Journal,  
Chicago, Ill.

Gentlemen:—

Since its publication we have made use of the Universal Grain Code continually in communicating with our customers, and we cheerfully subscribe to the fact that it is, in our opinion, a high class medium for the use of the Grain Trade and other lines incident to it. We find it not only useful, but that it is also a very efficient medium in saving telegraphic tolls. Most of our customers agree with us in the opinion we express herein covering the utility and usefulness of the book. Naturally, it requires a little study to become familiar with and to be able to make use of it to best advantage, but we cheerfully recommend it as a reliable and useful code for the purpose for which it is intended.

Yours truly,

POPE & ECKHARDT CO.  
WNE:S

This is only one letter. Dealers everywhere who have used it pronounce the "Universal" to be far superior to any code ever published for the Grain and Milling Industries.

Its 146 pages of policy bond paper contain 13,745 expressions for modern, present day, trade terms, every one of which means a saving in tolls to you.

Follow the example of Pope & Eckhardt Co. Stop the leaks in YOUR profit account by sending us your order today. Price \$3.00.

**Grain Dealers Journal**

315 So. La Salle St.

Chicago, Ill.



## Seeds

KNOXVILLE, TENN.—The Hackney, Broyles & Lockey Co., wholesale seed dealers have discontinued business.

CONCORDIA, KAN.—N. Bonahoom, of Kerwin, is contemplating the establishment of a seed handling business here.

ORD, NEB.—The firm of E. B. Weekes & Co. has been organized recently to engage in the business of handling field seeds.

THE WASHINGTON SEED GROWERS' ASSN. is being organized by County Assn. H. B. Carroll of Bellingham, Wash.

ABERDEEN, S. D.—The J. L. Loebs Seed Co. has erected a 2-story and basement brick building and 30,000-bu. grain elevator.

MIDLAND, MICH.—A seed business is being established in connection with the grain and bean business of the Orr Bean & Grain Co.

SEEDS have been placed in class III by the War Industries Board, and the business of handlers thus gets a measure of preference.

DALLAS, TEX.—The David Hardie Seed Co. incorporated; capital stock, \$20,000; incorporators, R. L. and J. H. Meredith and A. J. Biggio.

BELOIT, KAN.—The Beloit Seed House has been purchased by the H. F. Shurtz Produce House. In the past the business has been operated by Glen Dawes.

ST. LOUIS, MO.—The D. I. Bushnell Seed Co. has been incorporated with \$500,000 capital stock by Robt. W. Pommer, David I. Bushnell and W. M. Jackson.

RALLS, TEX.—The seed warehouse of W. L. Hendrick was destroyed by fire recently. With it was burned about \$14,500 worth of sudan grass and cane seed.

IN A TEST made in Martin County, Indiana, idle fallow land yielded 8 bus. of wheat to the acre, while land where cow-peas had been turned under yielded 22 bushels.

LANSING, MICH.—Threshermen's returns show 245 acres timothy seed and 6,223 acres clover seed and the yield 1,012 bus. timothy and 16,498 bus. clover seed, up to Sept. 24.—Coleman C. Vaughan, sec'y of state.

### Seed Movement in September.

Receipts and shipments of flaxseed, timothy, clover and other grass seeds to and from the principal markets during September, with comparative figures for September, 1917, were as follows:

FLAXSEED.				
	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Chicago, bus.	13,000	.....	1,000	.....
Fort William	9,252	49,032	47,857	163,947
Kansas City	.....	38,000	.....	34,000
Winnipeg, bus.	17,600	64,900	.....	.....
TIMOTHY.				
Chicago, lbs.	3,198,000	6,525,000	1,774,000	3,887,000
Toledo, bags	7,560	11,208	4,341	1,300
CLOVER.				
Chicago, lbs.	192,000	1,346,000	191,000	423,000
Toledo, bags	641	272	501	8,325
OTHER GRASS SEED.				
Chicago, lbs.	890,000	5,485,000	404,000	619,000
Toledo, bags	638	1,620	2,034	816

OKLAHOMA CITY, OKLA., Oct. 1.—Condition of kafir is 41%, milo, 42%, sorghum, 47% and alfalfa 56%, compared with kafir, 74%, milo, 73%; sorghum, 80%; and alfalfa, 73% on same date last year.—Frank M. Gault, pres. state board of agriculture.

SEED CORN produces the best yields when well-chosen, home-grown, of varieties of proven worth in the community, selected in the fall and properly dried immediately after it has been gathered and carefully preserved until planting time.—U. S. Dept. of Agriculture.

THE BEANS, PEAS AND PULSE (requisition) order, 1917, shall not until further notice apply to beans or peas imported into the United Kingdom for the purpose of seed where—(a) the importer furnishes to the Food Controller on or before the arrival of such beans or peas in the United Kingdom with a statement showing the variety, quantity, country of origin and any other particulars which may be required by him, together with a declaration that the beans or peas have been bought for the purpose of seed, and will be duly sold for use in the United Kingdom for that purpose; and (b) in the opinion of the Food Controller such beans or peas are suitable for use as seed, and are of a kind customarily used for the production of beans or peas in the United Kingdom.

RATES on sudan grass seed, in carloads, from certain points on the Panhandle & Santa Fe Railway in Texas to Oklahoma City, Okla., Lawrence and Atchison, Kan., and Kansas City, Mo., were found to have been legally applicable and not shown to have been unreasonable except from Lubbock, Tex., to Kansas City. Reparation was awarded by the Interstate Commerce Commission to Barteldes Seed Co., Mangelsdorf Brothers Co., J. G. Peppard Seed Co., and Rudy-Patrick Seed Co., corporations engaged in the wholesale seed business at Oklahoma City, Okla., Lawrence and Atchison, Kan., and Kansas City, Mo., respectively. The complaint in No. 9867 was filed by the Sioux City Seed & Nursery Co., which has since been succeeded by the Sioux City Seed Co. at Sioux City, Ia.

DECORAH, IA.—The Adams Seed Co. is rebuilding its plant. Operations, now well under way, include providing a fire and water proof storage basement for seeds and grain, the installation of a modern heating system, the remodeling of the business office and catalog department on efficiency lines and the fitting up of an up-to-date salesroom for retail seed business. The new building will be three stories high, with full basement and sack storage for an equal amount. Cleaning capacity will be 8 to 10 cars per week of timothy, with a guaranteed purity test of 99.50%. The building will be thoroughly equipped with modern apparatus for quick, economical handling of seeds both in bulk and packages. There will be fire-proof partitions to separate the offices from warehouse. The company will also operate the old plant for seed corn storage, and for handling screenings.

WASHINGTON, D. C., Oct. 5.—From inquiries made in the millet-seed producing sections it seems that the acreage that will be cut for seed will be a little more than one-half the acreage normally cut for seed and about three-fourths of the acreage cut last year for seed. The yield per acre on all millets is estimated by those reporting to be 75 per cent of a normal yield and about 80 per cent of last year's. The stocks of

golden, common, Siberian, and broom-corn millet seed in dealers' hands on July 1, 1918, were shown by the figures compiled from the Seed Survey of July 1, 1918, and published in the September issue of the Seed Reporter, to be greater than those on a corresponding date last year, whereas the stocks of Hungarian and Japanese millet seed were found to be less.—U. S. Dept. of Agriculture.

SEED IMPORTS for the quarter ending Oct. 1 are reported by the Dept. of Agriculture to have been, in pounds, alfalfa, 22,000; bluegrass, 48,700; alsike clover, 1,050,200; crimson clover, 154,100; red clover, 43,600; white clover, none; white and alsike mixed, 30,000; broom corn millet and hungarian, nine; orchard grass, none; rape, 151,900; redtop, none; English rye grass, 190,600; Italian rye grass, 15,700; timothy, 40,400; and hairy vetch, 167,100; compared with the following for the corresponding three months of 1917: alfalfa, 24,500; Canada blue grass, 47,300; Kentucky blue grass, 3,700; alsike clover, 199,900; crimson clover, 799,900; red clover, 33,700; white clover, 46,800; white and alsike clover mixed, 30,200; broom corn millet, 218,500; hungarian millet, 9,000; orchard grass, 57,600; rape, 1,098,100; redtop, 1,300; English rye grass, 296,100; Italian rye grass, 162,900; timothy, 100 and hairy vetch, 178,300 lbs.

### From the Seed Trade.

BLOOMINGTON, ILL.—Probably a little more clover seed and a little less timothy seed has been saved in this county than last year.—Funk Bros. Seed Co.

KANSAS CITY, MO.—All seed crops are very short around here, and will run about as follows: clover seed, 25%; timothy seed, 25%; alfalfa, 50%; blue grass, 10%; millet, cane and kafir corn, 50 to 75%. There will not be enough clover and timothy seed for home consumption. We will have to go outside of these districts to get our seed.—Harnden Seed Co.

PELLA, IA.—Crop reports from farmers are so mixed, it is hard to make a true estimate of what we will have in the line of seeds. Timothy is less than one-fourth; alsike clover about the same and red clover from 50 to 60% of a normal crop. Millet and cane are a good crop. How much of this will be threshed is too early to say. No other seed is grown here, except a little buckwheat as a catch crop which makes a fair yield.—Cole's Seed Store.

BISMARCK, N. D.—Very little grass and clover seed raised in our district. There is a considerable quantity of brome grass seed produced here, and there seems to be a good crop this season. Of native grown alfalfa the western part of the state also produces considerable, but our reports do not show as yet what quantity will be on the market this year.—Oscar H. Will & Co.

TOLEDO, O.—Clover seed hit the high spots again. Trade has not been particularly large at times and this accounts for the wide and rapid fluctuations. Accumulations of seed here and elsewhere will prove a balance wheel. Until then erratic markets are in order. Indications are that receipts here will increase. A big movement this month would prove a boon to the market. Very many in the trade feel that present prices discount all the shortages, and that it will move freely. Some think a lot more seed has been raised and saved than the public is aware of, but it's a question whether Mr. Farmer will hold on and



force still higher prices. Hardly think country dealers would care to hold at this level. A big break would probably start the farmers to hustling their holdings to the nearest station, but breaks lately have been of short duration. Just a little buying starts it upward again. Short sales have proved poor judgment lately, and hardly think it has been indulged in freely so far on this crop. If you have the seed then a sale of the futures is absolutely safe. Ship it in to fill. Make free shipments and the market very likely would back up.—J. F. Zahm & Co.

## Seeds in Government Report.

The U. S. Dept. of Agriculture on Oct. 8 reported the condition of flaxseed on Oct. 1 to have been 70.8% in the United States, and 89 in Minnesota, 75 in North Dakota, 92 in South Dakota and 52 in Montana; against 74.1% in the United States, and 79, 71, 78 and 77 respectively in the four leading states. The crop is forecasted as 15,606,000 bus., against 8,473,000 bus. last year and a 5-year average of 17,600,000. The yield per acre is 7.9, against 4.7 bus. last year.

Kafir corn is expected to yield 72,650,000 bus., against 75,866,000 last year, and the yield per acre is 14.2 bus., against 14.7, on a present acreage of 5,114,000.

The bean crop of six leading states indicates 17,802,000 bus., against 14,967,000 bus. last year.

JEFFERSON CITY, Mo., Oct. 10.—Flaxseed yielded 7 bus. per acre and 42,000 bus. in the state, against 8.5 and 51,000 last year. The clover seed yield is 57%, against 75 last year. Alfalfa yielded 1.9 bus. of seed, against 2.5 last year, and was largely mowed for hay. Seed heads of millet were short but well filled, 50%, against 75% last year. Soy beans, 73%. —Jewell Mayes, sec'y state Board of Agriculture.

## Increase Price to Cover Storage.

England's wheat controllers do it better than in the United States. They recognize that holders should be partially recompensed for storing wheat for the benefit of the nation, by a gradual increase in the price from the beginning to the end of the season.

When a sale is made before Oct. 1 the official price is 75s 6d per quarter of 504 lbs. wheat, 67s per quarter of 448 lbs. barley, and 47s 6d per quarter of 336 lbs. cats. Where sale is made on or after June 1, 1919, the price is 76s 6d on wheat, 67s on barley, and 52s on oats.

On the occasion of the purchase of any grain mentioned from any person who is a recognized dealer in grain and who is not the producer of the grain sold, the maximum price shall be ascertained by adding 1/- per quarter to the price otherwise applicable according to the foregoing provisions of this Order; provided that where the total quantity of the kind of grain purchased by one buyer from one seller does not, in any period of seven consecutive days, including the day of sale exceed 7½ quarters, the maximum price in respect of each quarter so purchased shall be ascertained by adding 5/- per quarter to the price otherwise applicable according to the foregoing provisions of this Order, and where such total quantity does not in that period amount to half a quarter the maximum price in respect of such sales shall be ascertained by adding 9/- per quarter to the price otherwise applicable according to the foregoing provisions of this Order.

## Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

**Grant Trunk** in sup. 31 to I. C. C. 1343 quotes rates on grain and grain products from Canadian points to Boston and Portland, Me., effective Oct. 26.

**Western Trunk Lines** in Circular No. 1-N effective Oct. 1 gives rules, regulations and exceptions to classifications, including more than 60 grain products.

**Ann Arbor** in Sup. 1 to I. C. C. A-717 gives rates on grain and grain products from stations on its lines, stations on the M. & N. E. and M. E. & W. to eastern cities. Effective Oct. 15.

**C. C. C. & St. L.** in Sup. 16 to Circular H326 gives rules governing milling and malting of grain in transit at stations on its line and on the Cincinnati Northern, except Chicago, Kankakee, Peoria or Peoria, Ill., effective Oct. 19.

**C. & E. I.** in Sup. 9 to 7575-B names rates on grain and grain products, also broom corn and seeds from stations on its lines in Illinois, also Cairo, Ill., via M. & O., to stations in Illinois shown in tariff as amended. Effective Oct. 25.

**C. & E. I.** in Sup. 5 to 622-D names rates on grain and grain products, also corn cobs, broom corn and seeds, from stations on its lines to points in Ala., Ark., Conn., Del., Dist. of Col., Fla., Ill., Ind., Ia., Ky., La., Me., Md., Mass., Mich., Minn., Miss., Mo., N. H., N. J., N. Y., Ohio, Pa., R. I., Tenn., Vt., Va., W. Va., Wis., and points in the Dominion of Canada shown in tariff. Effective Oct. 25.

## Mills Penalized for Paying Under Guaranteed Price.

Penalties of \$300 on the Winfield Flour Mills Co., \$200 on the Alexander Milling Co., and \$100 on the Adams Milling & Grain Co., of Winfield, Kan., were imposed Sept. 25 by Food Administrator Innes for having bought 85, 86 and 9 wagon loads of wheat, respectively, on Aug. 1, 2 and 3 at a price less than that warranted by the government guaranty, and arrived at by the three companies in agreement.

The hearing had been requested by the Grain Corporation and was conducted by M. A. Clarkson of the Enforcement Division, which alleged that they "violated the rules and regulations of the Food Administration with reference to profiteering when for reasons of their own they saw fit to deviate from the price and bought wheat lower than a fair price, and profited to that extent; that they obstructed the normal movement of wheat to market" on the three days; and "assumed unto themselves the arbitrary power of fixing prices on the days in August as heretofore stated and fixed the prices of wheat without regard to the rules and regulations of the Food Administration and without regard to the prevailing market at that time."

The Bartlett Grain Co., of Winfield, also was investigated, but was not charged with profiteering as the evidence showed that when the elevator was full the company did not cut the price, but refused to buy until cars could be obtained, a course which was approved by the Food Administration.

STANDARD grades of milled rice are being formulated by the Bureau of Markets of the U. S. Dept. of Agriculture.

## Rosenbaum Review

5c Per Copy

\$2.00 Per Year

Published by the

J. Rosenbaum Grain Co.

Edited by J. RALPH PICKELL

## AN ADLESS PAPER

WITH A PULSATING PUNCH!

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### Grain Dealers Journal

315 So. La Salle St.,

Chicago, Ill.

—FIRST IN NEWS!  
—FIRST IN ENTERPRISE!  
—FIRST IN ADVERTISING!  
—FIRST IN CIRCULATION!

The Grain Dealer's Journal



## Grain Carriers

PERMITS for the shipment of grain to Toledo have been required since Oct. 7.

THE PERMIT SYSTEM has been made applicable to Duluth and Minneapolis on coarse grains regardless of origin.

LAKE ELEVATORS at Buffalo have been notified by the food administration not to accept car grain during the remainder of the season of navigation.

AT GRANDIN, N. D., 30,000 bus. of wheat is said to be piled on the ground on account of the inability of the Railroad Administration to provide cars for shipment.

HAMMOND, IND., being in the Chicago switching limits the grain control embargo applies and consignments must not be made thereto except in conformity with the rules.

AS THE RESULT of the embargo and permit system the congestion at grain terminals has been greatly cut down. It has been pushed back to the country elevator and the farm.

IRA B. MILLS of the Minnesota Railroad & Warehouse Commission states that on account of the car shortage there is piled on the ground on one farm alone 10,000 bus. of wheat.

DURING the month of September the roads composing the central western region loaded 47,186 cars of grain and grain products, an increase of 7,859 cars over the corresponding month last year, or 20 per cent.

THE CONTRACT FOR SWEEPING the holds of grain vessels unloaded at Buffalo this season has been awarded by the Lake Carriers Ass'n to Daniel C. Ryan, who will receive from the vessel 15¢ per 1,000 bus. of the cargo.

UNIFORM RULES for the distribution of grain cars in time of shortage were considered at Chicago Oct. 2 at a conference between the Interstate Commerce Commission and the railroad commission of grain surplus states.

CHATHAM, ILL.—The Chatham Elvtr. Co. was granted \$261.95 in its suit against the Chicago & Alton Railroad Co. in the circuit court Sept. 19. The elvtr. company charged that a large financial loss was sustained thru delay in grain shipment.

A REDUCTION has been made in grain rates ex-lake Buffalo, N. Y., and a change made from per bushel to per hundred pounds. Effective Oct. 11 all grain except flaxseed coming from Lake Michigan ports will pay 20¢ to Boston, and 16.67¢ to New York, Philadelphia and Baltimore, domestic; and 16.33¢ to Boston and New York and 15.83¢ to Philadelphia and Baltimore, for export, per 100 lbs.

RECEIVERS of grain in several markets have been notified that disposition or switching orders should be given within 24 hours, if possible, but not later than within 48 hours from time of inspection. All cars unreasonably detained are reported by the carriers to the Com'isn on Car Service at Washington, and serious complications may arise by reason of undue delays. Receivers are asked also to report to carriers, showing point of origin and name of shipper who does not load cars to full visible capacity.

THE ILLINOIS and Michigan canal is again open to the passage of boats after an interruption of 10 years. A new channel from Lockport to La Salle, Ill., with locks 200 ft. by 110 ft. and a depth of 8 ft. are now being asked for by those who have tried for years to have the canal opened.

DAILY REPORTS have been made since Oct. 7 by the western railroads of the number of cars of each kind of grain loaded. With this complete record of the cars en route to the leading markets the Chicago control com'te can head off loading in excess of the terminals' capacity to unload.

SHORTAGE OF STEEL has forced suspension of construction on the Hudson Bay Railway. Grading had been done on 416 miles and only 92 miles of steel remained to be laid to reach the big grain elevators being erected on the shores of the bay. Work is not likely to be resumed until after the end of the war.

A RECONSIGNING and diversion buro, which embraces the handling of passing reports, has been established in Chicago in charge of J. B. Crawford. It is to afford facilities for the transmission of information to shippers and receivers and ultimately for the handling of reconsignments and diversions between eastern and western lines. Reports are to be handled both by mail and wire.

A NEW RATE became effective Sept. 25 at St. Louis on grain, grain products and hay moved locally, originating at one side and to be delivered to a consignee on the other side of the river. Local movements only are affected the rate not applying when service across the river is merely part of a line haul. On grain, grain products and feed, the rate is 1½¢ per 100 lbs., with a minimum of \$12 per car and on hay 2¢ with minimum of \$12. The minimum charge formerly in effect was \$15 per car on both grain and hay.

THE ROUNDABOUT MOVEMENT of grain from west of Kankakee, Ill., over the New York Central thru Schneider into Chicago has been discontinued, and now grain from stations west of Streator can move into Chicago over the Santa Fe from Streator, and that originating at Streator and points intermediate to Kankakee can move via Kankakee and the Illinois Central. The route thru Schneider and the New York Central into Chicago will be continued for emergency use. The agents at stations west of Streator will be expected to route the Chicago grain via Streator and the Santa Fe, and the agents at Streator and points east thereof, but not including Kankakee, will be expected to route Chicago grain via Kankakee and the Illinois Central.

HARRY COULBY, chairman of the lake shipping mobilization com'te at Cleveland, O., states that "Careful estimates that have been made indicate it will tax to the utmost the capacity of the lake fleet during the remainder of the season of navigation to move the grain, ore and coal that is actually needed. Our committee feels, however that this can be accomplished provided we get the closest co-operation from all connected with lake navigation to the end that not an hour's delay to boat capacity occurs that can possibly be avoided. Those charged with the responsibility of loading the ships should satisfy themselves provision has been made to handle each

cargo promptly on arrival, and from now on the dispatch to the ships must come first, and shippers should accommodate themselves to this condition by diverting freight that was intended for slow docks to more modern and faster unloading plants wherever possible."

THE GRAIN DRYING STEAMER HELENA, owned by the Armour Grain Co., has stranded on Little Chicken Island in Lake Erie and been abandoned to the underwriters as a constructive total loss. It went ashore while enroute from Cleveland to Toledo. The wooden steamer was insured for about \$70,000. This boat has been a valued auxiliary to the business of the company and a few seasons ago was loaned to the Canadian Government and stationed at Fort William, on Lake Superior, to dry wet wheat from the harvest, for several weeks, its special equipment of driers enabling it to handle large quantities.

THE NEBRASKA STATE RAILWAY COMMISSION will file objections with the Interstate Commerce Commission to the finding of examiners in the case of Tanner & Co. and others against the C., B. & Q. R. R., a case involving the validity of the State Commission's rule for the distribution of grain and other freight cars to shippers in times of car shortage. The examiners' report has been filed with the Interstate Commerce Commission, but has not yet been adopted. The examiners find that the railroad company's practice in distributing freight cars to shippers at grain stations in Nebraska is unduly prejudicial and recommend that the road be ordered to discontinue enforcement of the rule.

KANSAS CITY, Mo.—Immediately on receipt of an application it will be given a number and the applicant notified of that number. These numbers will then be listed and as fast as permits are issued the date of the issuance will be shown opposite the number. This list will be posted daily in the Board of Trade trading hall and, by advising consignee at Kansas City application number shipper can keep fully posted as to when the application is issued. The Grain Control Com'te is mailing all permits to the agent at point of origin on the date that the permit is issued and the time necessary for this permit to reach the agent should be taken into consideration in ordering and loading equipment.—D. F. Piazek, Agent, United States Food Administration.

ST. LOUIS, Mo.—The type of towboats provided under the new plans is what is known as a tunnel steamer, being entirely different from both, the side-wheelers and stern-wheel boats, now so familiar on the river. This style of boat was designed by foreign engineers for the Nile and Euphrates rivers. Theodore Brent, traffic manager of the Mississippi and Warrior River section of the U. S. Railroad Administration, says that the government expected to lose money on the project at the start owing to the necessity of using inadequate and antiquated equipment. He declared if shippers would furnish capacity loads the government soon would supply modern equipment. Information has already come from Washington that engineers have completed plans for modern equipment and are now ready to receive bids. The maximum carrying capacity of the barges to be used now is 900 tons, Mr. Brent explained that it is just as cheap to tow barges of 3,000 tons as those of 500 tons.



## Feedstuffs

LAMAR, COLO.—Roswell H. Cochran, editor of Mealology, the house organ of the Denver Alfalfa Mlg. & Products Co. has entered the army.

LYONS, IA.—Henry C. Joehnk, pres. of the Champion Feed Mlg. Co., and a member of the board of directors of the American Feed Manufacturers Ass'n, died recently from injuries received in an automobile accident.

ALFALFA MEAL millers are hampered by the high price of hay for shipment in the bale. Great quantities of alfalfa are being shipped past the mills to consuming centers to be fed as straight hay.

THE GORE AMENDMENT has been dropped from the food bill in conference, and will be put on passage as a separate measure on its own merits, which means that its enactment into law is indefinitely postponed.

A ONE-HALF rate on carload shipments of feed to the drouth-stricken area of the west has been granted by the Railroad Administration. A permit will be granted stock raisers, farmers, feed mills, elevators and merchants within the drouth area on application in person or by mail to their county agent. The railroad agent will accept the permit in lieu of one-half the regular tariff.

"CHOPPED ALFALFA VS. BRAN" in grain ration for dairy cows is the title of Bulletin 164 of the Nebraska Agricultural Experiment Station at Lincoln, Neb., giving the results of tests in feeding in such detail that anyone may derive his own conclusions, but it is evident that alfalfa is fully equal to bran. Alfalfa fed in this manner has the same feeding value as bran, which is important during the present scarcity of bran due to the shipment of wheat out of the United States.

WE ARE ASKING every buyer of wheat mill feeds, outside of the acute drought area, to sign a pledge of honor not to use the wheat mill feeds for any purpose except the essential use in dairy, young pig and poultry production, and not to purchase or hold at any one time more than 60 days supply. Unless we can secure this careful and specialized use of mill feeds, our dairy production in the congested Eastern areas of the United States is bound to fall and to jeopardize the food supply of our people in that section. Otherwise it will be necessary to release the price restrictions on mill feeds and allow them to take their natural course. With a view to securing this co-operation from the farmers all over the country in the interests of their industry as a whole, we are instructing the mills and all dealers in feeds to secure from the buyer of wheat mill feeds the following pledge: "In order to assist the Food Administration in the distribution of mill feeds, I hereby undertake on honor not to use wheat mill feeds for any other purpose than the feeding of dairy cattle, poultry, young pigs or young calves, or the preparation of a weekly bran mash for work animals. I will not feed any more wheat mill feeds than is customarily fed to such animals and I further agree not to have at any one time more than a 60-day supply of feedstuffs on hand." The Food Administration is also requiring the millers and feed jobbers to distribute their wheat

mill feeds in such manner that each State receives the same proportion of the mill's or jobber's shipments as it received in the same quarter in 1917.—U. S. Food Administration.

### Feed Bill Passed by House.

The Food Stimulation Bill, which carries a feedstuffs amendment against which feed manufacturers have protested, was passed by the House recently. The Senate had already passed the bill, and it now goes to conference for adjustment of differences.

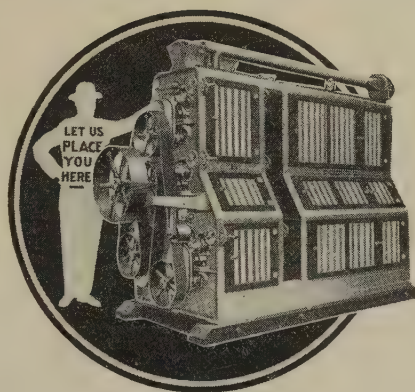
It is not known when the conferees will give the bill attention, but the feedstuffs amendment will be taken up with the remainder of the bill, and the hearing recently held has served to make the conferees familiar with the manufacturers' side of the feedstuffs question.

### Feedstuffs Movement in September.

Receipts and shipments of feedstuffs at the various markets during September, compared with September, 1917, were as follows:

	Receipts.		Shipments.	
	1918.	1917.	1918.	1917.
Chicago, lbs.	40,723,000	50,067,000	36,552,000	60,531,000
Cincinnati, cars	101	.....	.....	.....
Kansas City, tons	1,367	3,280	5,480	9,040
St. Louis, sacks	50,830	101,270	55,640	96,850
San Francisco, tons	12	501	.....	.....

WHEAT FLOUR substitutes and the breads made therefrom have been chemically analyzed and the results reported in Bulletin 701 of the U. S. Dept. of Agriculture, by Chemists Le Clerc and Wessling.



## Double Your Profits

By Installing This Wonderful Flour Mill In Your Elevator

By installing an AMERICAN MIDGET MARVEL SELF-CONTAINED ROLLER

FLOUR MILL in your elevator you can supply the flour needs of your community, and surrounding communities as well.

Here is a big money making and dignified business all ready for you. You have the buying power. You have the elevator and the power. You have the market. The only additional investment you have to make is the price of the mill.

And remember, at the same time you are helping this country's resources by milling the flour in the community where it is grown.

## American Midget Marvel Mill

Every American Marvel Mill Owner is entitled to market his flour under our nationally advertised brand, "FLAVO FLOUR"—a name that is known to housewives everywhere.

We advertise flour nationally.

Write today for our free booklets—"The Story of a Wonderful Flour Mill" and "Milling Evidence." They tell you all about our 30 day free trial and guarantee. And about the success others are having.

Write for it today and get the facts.

ANGLO-AMERICAN MILL CO.  
435 Trust Building  
Owensboro, Ky.

You need absolutely no milling experience. Your products are inspected free by our Service Department every month to keep up the quality. We give you helpful hints on how to sell your flour. In short, your success is assured.





## Supreme Court Decisions

**Crop Mortgage.**—A crop mortgage is not prior to a landlord's lien, although landlord claims under an unrecorded bond for title.—*Porter v. Sanders*. Supreme Court of South Carolina. 96 S. E. 403.

**Crop Mortgage Must Specify Farm.**—Mortgage, whereby it was agreed "that all crops of all kinds growing and to be grown on said farm shall be bound for the same," was void as a mortgage of crops, in that description was not such as could be made definite by parol, mortgagor cultivating several farms.—*Wiles v. Moore*, Supreme Court of Alabama. 79 South. 310.

**Insurance.**—The employment of mechanics for more than 15 days under a standard policy is waived, where notice was given to the secretary of the company of such employment, and thereafter and before the loss the company levied assessments, which were paid. — *Clover Crest Stock Farm v. Farmers Reliance Mut. Ins. Co.* Supreme Court of New York. 171 N. Y. Supp. 674.

**Landlord's Lien.**—Under Rem. Code, tit. 8, c. 9, providing for a landlord's lien, in view of section 1190, as to recording loggers' liens, a landlord's lien on the crops for his rent is dependent on a filing of a claim, and such filing is necessary to defeat the right of a purchaser of the crops from the tenant for value. — *Chute v. Brown*. Supreme Court of Washington, 174 Pac. 438.

**Notice When Delivered to Consignee's Siding.**—Where under a non-negotiable B/L property was delivered on private siding, the terminal carrier had a right to act upon the basis that the shipper, who was also consignee, still held the B/L, and the property could be placed upon the siding without receipt of the B/L and without notifying the consignee.—*Charles Bianchi & Sons v. Montpelier & W. R. R. Co.* Supreme Court of Vermont. 104 Atl. 144.

**Misdelivery by Carrier.**—Where carrier's misdelivery was due solely to its own mistake, it must demand possession of goods and offer to return freight or other charges before maintaining action in detinue or conversion; but, where receiver was guilty of fraud so that receiving goods constituted conversion or unlawful detention, no such demand is necessary. Where carrier negligently delivers shipment to wrong party, who accepts and uses the goods and subsequently pays consignor full purchase price therefor, carrier cannot recover in action in trover against person so receiving goods.—*Farmers Cotton Oil Co. v. Atlanta & St. A. B. Ry. Co.* Supreme Court of Alabama. 79 South. 387.

**Measure of Damages for Failure to Deliver Goods.** — (a) "Where a party contracts to deliver goods at a particular time and place, and no payment has been made, the true measure of damages is the difference between the contract price and that of like goods at the time and place where they should have been delivered." (b) "Where the delivery is to be made in installments, the measure of damages is the sum of the differences between the contract price and the market price at the several times of delivery." (c) "If there is no market at the place of delivery at the time fixed therefor, resort may be had to the nearest available market, with cost of transportation to the place of delivery usually added." — *Twin City Lumber Co. v. Daniels*. Court of Appeals of Georgia. 94 S. E. 437.

MANY elevators in Indiana are selling liberal supplies of corn cobs to pipe factories to be made into pipes. Cob pipes now retail for 10c where they formerly sold for 5c.—C.

## Void Limitation of Carrier's Liability.

As a part of its tariffs regularly filed, published and posted, the Great Northern Ry. Co. had a rule No. 2 as follows:

"Ratings on various articles are conditioned upon actual valuations declared by shippers at time and place of shipment, and the following stipulation must be entered in full on shipping order and B/L and signed by the shipper:

"I hereby declare the value of the property herein described to be \_\_\_\_\_. (Shipper's signature.)"

"Where shippers refuse to declare value at time and place of shipment, goods will not be accepted for transportation. (Issued in compliance with and under permission of report of the Interstate Commerce Commission in ICC ex parte No. 49, May 7, 1915, in re Cummins Amendment to the act to regulate commerce, 33 ICC 682)."

Mrs. L. G. Thompson at Seattle, Wash., had sent a man, F. A. Reeves, with a shipment for Coeur d'Alene, Idaho, and as Reeves declared to the agent that he did not know the value, the agent wrote in

"I hereby declare the actual value of the property herein described to be \$10 per 100 lbs. Mrs. L. G. Thompson, per F. A. Reeves."

The goods were burned in transit and plaintiff got judgment for \$565 with charges and costs, which was affirmed on appeal by the Supreme Court of Idaho, quoting the Cummins amendment to the Interstate Commerce Act, as follows:

"That any \* \* \* railroad \* \* \* company subject to the provisions of this act receiving property for transportation from a point in one state \* \* \* to a point in another state \* \* \* shall issue a receipt or B/L therefor, and shall be liable to the lawful holder thereof for any loss, damage, or injury to such property caused by it \* \* \* and no contract, receipt, rule, regulation, or other limitation of any character whatsoever, shall exempt such \* \* \* railroad \* \* \* company from the liability hereby imposed; and any such \* \* \* railroad \* \* \* company so receiving property for transportation from a point in one state \* \* \* to a point in another state \* \* \* shall be liable to the lawful holder of said receipt or B/L or to any party entitled to recover thereon \* \* \* for the full actual loss, damage, or injury to such property caused by it \* \* \* notwithstanding any limitation of liability or limitation of the amount of recovery or representation or agreement as to value in any such receipt or B/L, or in any contract, rule, regulation, or in any tariff filed with the interstate commerce commission; and any such limitation, without respect to the manner or form in which it is sought to be made is hereby declared to be unlawful and void: Provided, however, that if the goods are hidden from view by wrapping, boxing, or other means, and the carrier is not notified as to the character of the goods, the carrier may require the shipper to specifically state in writing the value of the goods, and the carrier shall not be liable beyond the amount so specifically stated."

The court held "Appellant, being informed of the character of the goods, could not require the respondent to state the value thereof. Being informed of the character of the shipment—that it consisted of household goods—it was within its power, either with or without respondent's declaration, to fix the value of the property for which it was about to assume liability, either at not to exceed \$10 a hundred pounds, or more than that amount and, having done so, was entitled to charge the rate which it had lawfully established as commensurate with its responsibility for goods of such value.—174 Pac. Rep. 607.

Six negro women are loading and unloading grain and hay for Davison & Co., Dallas, Tex. When the company was unable to get men to do the work it decided to give women a trial and the experiment is said to have given satisfactory results.

## Offsetting Defaulted Contract.

Park & Pollard Co., of Boston, Mass., plaintiff, v. Churchill Grain & Seed Co., of Buffalo, N. Y., before Arbitration Com'te No. 2 of the Grain Dealers National Ass'n, composed of Elmer Hutchinson, Jno. S. Green and F. E. Barker.

Plaintiffs show that they sold in the spring of 1917 various lots of buckwheat to E. W. Cady, of Auburn, N. Y., whom the defendants were financing, and handled same on defendants' account, that thru an error on the part of their bookkeeper at their Oswego plant they made an under draft of \$1,620 against this shipment; also that they purchased of the defendants on April 17, 1917, 2 cars of milo maize, one car of which was never shipped, but upon which defendants rendered a credit memo showing a balance due plaintiffs of \$913.50.

The defendants admit all of the claims as made by the plaintiffs but introduce evidence covering different trades between the litigants as follows:

On 5/11/17, they introduce a confirmation of the plaintiffs as follows:

"Boston, Mass., 5/11/17.  
Sold to Churchill Grain & Seed Company, 15 cars No. 3 yellow corn, \$1.75. Accepted subject to our obtaining necessary supplies account possible government control or to any possible change in freight rates, the above price based on Boston freight. This order accepted subject to delays on account of car shortages, embargoes, or strikes. To be shipped prompt, billing later. Remarks: Sold through Catlin Bros. Signed: The Park & Pollard Co., C. L. Williams, Salesman."

Note:—Statements in evidence show this was an aggregate of 15 cars of three 5-car sales the same day.

On this contract plaintiffs shipped but one car, and lengthy correspondence passed between the litigants, all to the effect that plaintiffs had the corn bought of a certain Chicago firm and that the firm claimed to have the corn on hand but was unable to get cars to ship same, and plaintiffs kept insisting that they were within their rights in holding the contract open until this certain firm could procure cars and make shipment. Upon proper notice of each action the defendants proceeded on June 4th to cancel five of the cars at the purchase price without penalty to either party, and on June 11th defendants bought in for account of plaintiffs the remaining nine cars, or 9,900 bushels at \$1.84½, and rendered a debit memo showing a charge in the transaction of \$965.25. On Sept. 20, 1917, defendants rendered to plaintiffs a final statement, and sent their check for \$1,543.26 to cover the balance.

From a careful study of all the evidence the com'te is convinced that the action of the Churchill Grain & Seed Co. was consistent thruout, that inasmuch as the item of \$1,620, less exchange of \$1.62 came into their hands on Aug. 10, 1917, through no effort on their part but through error on the part of the bookkeeping department of the plaintiffs, that they were well within their rights in offsetting it against a charge which, we find, was regular and in order and was carried on their books for nearly three months.

Therefore, we find for the defendants and order the costs of arbitration to be paid by the plaintiffs.

EVERY TIME the government authorities ask for bids on flour it is said they get offers of 15 to 20 times as much as they want.

## Books Received

THE MODERN MOTOR CAR is a book of simplified up-keep on the construction, care and adjustment of motor car units, together with shop and roadside methods of trouble location and repair. It tells how to buy, make and use materials and supplies, covering the operation and repair of electric engine starters, lighting systems, magnetos and ignition parts, electric brake, and gear shift, for repairmen, owners, drivers, salesmen and students, by Howard P. Manly. This new, revised and enlarged edition contains 536 pages and 225 illustrations; cloth 5x7 inches, Laird & Lee, publishers, Chicago.



## Supply Trade

MILWAUKEE, Wis.—Wm. Allis, who succeeded his father, the late Edw. P. Allis, as pres. of the Allis-Chalmers Co., died to-day, aged 69 years.

SPOKANE, WASH.—R. T. Carey, western representative of the Richardson Grain Separator Co., has opened an office here in the Hutton Building.

PEORIA, ILL.—L. W. Allison, trustee in bankruptcy for O. P. Hiatt Co., is closing up the estate, and has disbursed a total of 10½% to creditors, the final payment of 1½% having been made Sept. 17.

ST. LOUIS, Mo.—Bulletin No. 249, recently issued by the Walter A. Zelnicker Supply Co. lists a number of the firm's offerings of locomotives, box cars, gondolas, and items in its machinery and tank dep't. It will be sent free to readers of the Journal who write the company requesting it.

PORTLAND, ORE.—The Berger & Carter Co., Pacific Coast representatives of the Invincible Grain Cleaner Co., have opened a branch store at 92 First Street. The increase in volume of sales in this territory has made this necessary, in order that a stock of machines may be on hand for making prompt deliveries.

CHICAGO, ILL.—A meeting of manufacturers of farm internal combustion engines was held recently at the request of the Conservation Division of the War Industries Board, and recommendations as to the number of sizes to which each manufacturer will limit his output were

agreed upon. Full details are to be announced when the Board makes its rulings. Buy engine needed now.

JUDGES of the U. S. Circuit Court, acting as arbitrators in the controversy between the news print paper manufacturers and the Federal Trade Com'n, handed down a decision at New York Oct. 3 awarding a price of \$3.50 per 100 pounds for rolled news print paper in carload lots at mill. This restores the price current last spring, which was reduced to \$3.10 by the Com'n. This will encourage makers of other kinds of paper to advance their prices.

THE SHORTAGE of steel is still the greatest factor entering into the calculations of those engaged in the manufacture and sale of hardware. This shortage has now become so acute that all shipments of steel for non-war purposes has been stopped. Even the war industries have had their allotments cut. Nails, particularly the 8, 6 and 10d. sizes are very scarce. Only about 75% of the normal nut and bolt supply will be available from now on, and the government is already taking the larger part of the production. Jobbing stocks in this line are very light. Makers of wire cloth are not yet quoting prices for next year, and it is believed the available supply will be far below normal.—*Farm Implement News.*

A grain man attending the Grain Dealers National Ass'n convention in Milwaukee asked our representative if he knew Mr. Dudley M. Irwin of Buffalo. The grain man said further that he would like to know the man. He put it this way: "Dudley M. Irwin has spoken to me so many times from the front

cover of Journal that I feel that I know him, can depend upon him and when I think of Buffalo I think of Dudley M. Irwin." The statement verifies all that the Grain Dealers Journal claims for its grain advertising. A responsible firm who consistently keeps its firm name and its location before the trade, standardizes that firm name as a dependable part of the grain trade. It's the same reasoning that prompts concerns to spend immense sums to establish their trade mark, and to "linkup" that trade mark with every thought that is dependable and reliable in the merchandising of their product. Make your firm name and the market in which it is located, so strongly a part of the life of every dealer from whom you might get business, that your firm name and its market can not be disassociated. Such a connection can only become riveted in the minds of the grain trade by consistent, constructive advertising. Begin now.

### Printers Get Advance.

Washington, D. C., Sept. 28.—The National War Labor Board to-day granted an increase of 16.2 per cent to printing press feeders of Chicago, retroactive to July 12, when the men returned to work after a strike, by which they broke their 5-year contract at liberally advanced wages.

The Board based its increase on statistics of the cost of living since December, 1917, and the increase will be from \$21 to \$24.50 per week, for a grade of labor at which many women are now employed at much less wages. The same labor elsewhere in the country seldom receives half the Chicago wage scale.

# HESS GRAIN DRIERS

Ten sizes—all capacities.

Continuous and batch discharge.

Dry anything granular; grain, seed, peas, beans, cotton seed, etc.

New Booklet ready.

**HESS WARMING & VENTILATING CO.**  
**907 Tacoma Bldg., Chicago, Illinois**

For steam heat only (see Fuel Administration's ruling on fire heated driers)

*Shortage of skilled labor, and restrictions in the use of steel suggest early purchases*



## Patents Granted

**1,276,851. Elevator Bucket Attachment.** Alfred Lorimer Adrianson, Racine, Wis. A curved plate is arranged between each two adjacent buckets on an elevator belt bridges the space between the buckets. Leaf springs are secured to one of the buckets, the plate being hingedly supported on the spring, and the plate having its opposite longitudinal edges bearing against the buckets and an outwardly curved portion projecting from the plate adjacent each end.

**1,277,691. Dust Collecting Mechanism.** Allen C. Brantingham, Toledo, O., and Lewis R. Key, Guelph, Ont., Can. A settling chamber is provided with an intake opening, transverse partitions in the chamber opposing the opening and disposed in series to deflect portions of the supply from the intake opening, dust collectors each provided with an intake passage into which the partition deflected supplies are respectively delivered, and means for removing dust from the settling chamber.

**1,276,958. Automatic Weighing Machine.** John F. Reinert, South Elgin, Ill. A lever is mounted pivotally and has a weight adjustably mounted to one side and a carriage movably mounted to the other side of the pivot. Means are provided to limit the travel of the carriage, which has a receptacle suspended from it, with means for supplying material to the receptacle and for arresting the supply of and discharging the material. The discharging means is closed and maintained in the closed position by a suitable device, and is released on the predetermined travel of the carriage.

**1,277,344. Feed Cutting Machine.** Loren B. McCargar, Kansas City, Mo. In a casing having an inlet at one end and an outlet at the other are arranged a lower series of cutting cylinders and an upper series of mating cylinders having cutter disks with projecting peripheral teeth progressively increasing in fineness from inlet to outlet, the cylinders being arranged to carry the material thru the machine and gradually to reduce it in fineness. Means are provided for rotating the cylinders, the upper cylinders rotating more rapidly than the lower.

**1,277,062. Seed Separator.** Harold Line Gray, Crawfordsville, Ind., assignor to Crabbs Reynolds Taylor Co., of Crawfords-

ville, Ind. For separating heavy seeds into one grade and lighter seeds into a single distinct grade a machine has in combination a lower blower fan, an upper exhaust fan, an inclined conduit between and connecting the fans, a valve to receive and break up the flow of seeds entering the conduit, a discharge spout to receive the heavy material and a second discharge spout for seeds of medium grade, the lightest material being sucked upwardly by the current created by the exhaust fan.

**1,278,029. Weighing Scale.** Henry C. Schaper, assignor to The General Automatic Scale Co., St. Louis, Mo. A rotatably mounted support has a series of receptacles pivotally suspended from it, the receptacles being adapted to receive the material to be weighed. The support also has a series of weights adapted to travel with it for a part of one of its revolutions and to counterbalance the weight of the material delivered to the receptacles. A counter is located at a point remote from the weighing machine and it is actuated by an electric current when a switch is closed by the movements of the weights.

**1,276,812. Grain and Seed Drier.** Oliver W. Randolph, Toledo, O. The drier body comprises a plurality of chutes for grain or seed formed by opposite vertical side channels, having perforated sides, cross connected by zig zag partitions formed of alternately reversed plates, each having upper and lower marginal portions angled parallelly and the lower marginal portion having a portion bent to form a hook; and perforated end portions adapting the plates to be overlappingly secured to the perforated channels. Angled drier plates are provided, one for each partition plate, and each has an upper marginal hook to be hooked onto the hood portion of a partition plate with its lower portion inclined inwardly and downwardly of a chute.

WASHINGTON, D. C., [Special Telegram.]—The millers' advisory committee which met at Chicago gave unqualified support to the Food Administration's program for mixed Victory flours, including desired suspension of mixed flour law for period of war if Congress grants such suspension.—Food Administration.

ON APPLICATION of the American Railway Express Co., Director General McAdoo has approved further rate increases estimated to yield approximately \$23,670,000. His proposal has been sent to the Interstate Commerce Commission for final action, and the Commission held public hearings Oct. 8.

## Elevator Casualties.

**ALLERTON, ILL.**—Ben Parham, employed in the elevator of S. H. Porterfield, on Sept. 28 had the toes of one foot mashed when the grain dump door blew shut.

**GESSIE, IND.**—While starting the oil engine at the plant of the Gessie Grain Co., Sept. 4, the plug from the gasoline tank blew out, bruising the right arm of Russell Dupries.

**OWENSBORO, KY.**—Alvin Lamar, employed by the Rapier Grain & Seed Co., was using a drill Aug. 8 when a small particle slivered off and struck his arm, resulting in a hemorrhage.

**EARL PARK, IND.**—Art Paraday, elevator man employed by the Richland Grain Co., Earl Park, Ind., on Sept. 18 caught thumb of right hand in belt and tore off the end, severing both flesh and bone.

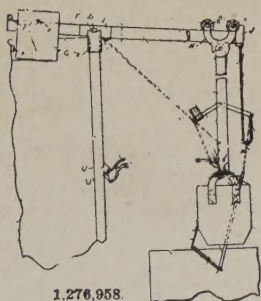
**MENABE, ILL.**—Gordon King, employed by the McNabb Grain Co., on Aug. 19 went into a grain bin to sweep, when he slipped and fell 20 ft. to the bottom of the bin, sustaining contusions of the body and extremities.

**CHAMPAIGN, ILL.**—While unloading oats for the Cleveland Grain Co., Aug. 27, Frank A. Walton raised the shovel and in lifting shovel received a sprained back, with pain between shoulders in spine. Mr. Walton had a prior accident Aug. 3 while unloading cars. A wire from the cable rope penetrated palm of hand resulting in a wound of the left hand.

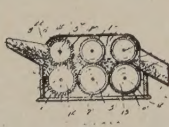
**ALMA, MICH.**—Ansley Susdorf was delivering from a load of baled hay, for the Alma Grain & Lumber Co., Sept. 26, when the upper bales slid off and he landed on his feet, spraining ankle. Wm. H. Hamilton, employed by the same company, on Sept. 25, took a crowbar to pry a pulley on the grinding roll which had stuck, when the end of the bar was engaged by the next pulley and wrenched him, resulting in sprain and possible fracture.

**WINCHESTER, IND.**—Five employees of the Goodrich Bros. Hay & Grain Co. have recently sustained injuries. Cash Warren, laborer, fell out of the door of the elevator, Sept. 16, and dislocated his shoulder. Howard Baxter, laborer, on Aug. 7, stepped on a nail and ran it into his foot  $\frac{3}{4}$  inch. Elwood Venote, laborer, on Aug. 15 caught his hand between hook on car puller and car. The index finger and ring finger of left hand were lacerated. James Miller, steam engineer, fell when a board on a scaffold broke. He was bruised and cut over the left eye, on the back of head, on side, strained left leg and caused rupture. Daniel Bailey, foreman, while assisting in moving a box car had his elbow bruised when the cable broke on the car puller.

**SPARK FIRES** are numerous and are due without any question to the fact that railroads are using low grade coal on many lines. Safety lies in keeping outside premises cleaned up in good shape. Weeds are a nuisance at any time. In dry weather when they may communicate fire, they are a menace. Keep the weeds down; in addition skin the ground to a safe distance around the elevator. Remember that the government is tightening up on material every day. If you have a fire you may not be able to rebuild.—Grain Dealers Fire Ins. Co.



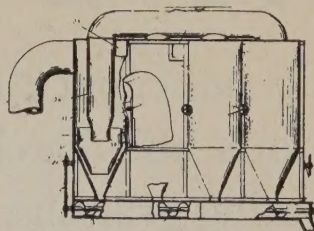
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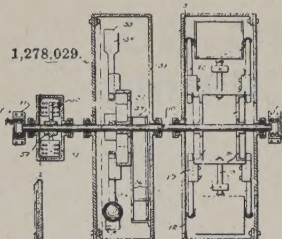


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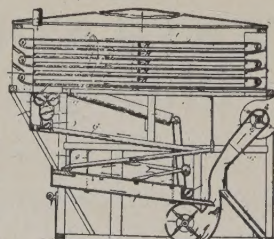


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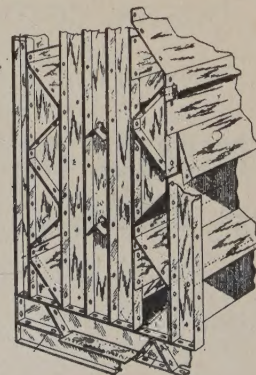
1,276,812.



1,278,029.



1,277,062.





# The GRAIN DEALERS JOURNAL.

## Insurance Notes.

INSPECTORS working under the direction of the state conservation ass'n are doing better work in Illinois this year as the result of their experience, judging from the increased number of recommendations of safeguards around elevators.

THE RULE of a co-operative mutual insurance company, limiting the insurance on buildings to an amount not exceeding two-thirds of the cash value thereof, does not apply to insurance of other companies, was the decision of the Supreme Court of New York in the recent case of Clover Crest Stock Farm v. Farmers Reliance Mut. Fire Ins. Co., reported in 171 N. Y. Supp. 674.

A LARGE FORCE of inspectors has been visiting the elevators of Montana under the auspices of the state council of defense. One inspector, John E. Dawson of Great Falls, in one case found no ladder and manlift out of repair, so there was no way to get into the cupola to put out a fire. Fire extinguishers were found uncharged and in many places the water pails were empty and scattered over the building.

TO OPPOSE the socialistic tendency toward state or federal insurance an advisory board was formed at a meeting of insurance companies held recently at New York City. The mutuals and fraternal will be represented on the advisory board, which already includes the Aetna and the Columbian National

of the life companies, the Royal and the Hartford for the fire companies, the National Surety and the Ocean Accident for the casualty companies.

THE WELL-CARED-FOR GRAIN OFFICE is one of the indirect means of reducing the elevator fire hazard. Where order and system prevail in the office it is found that they prevail in the elevator. When a stack of papers is piled in the office a pile of rubbish usually can be discovered in the elevator. The elevator operator who keeps his office neat is

going to get a better report from the visiting insurance inspector.

A FARM ELEVATOR in Kansas which had a sheet metal roof laid on tar paper burned recently. It is stated that the metal was heated to such a degree by the rays of the sun that the tar paper was ignited. Any one who has had to work under a metal roof on a hot day will believe this. The lesson conveyed is that material that is easily ignitable should not be laid under a metal roof.—Our Paper.

INCORPORATED 1877

## The Millers' Mutual Fire Insurance Association of Illinois

ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at Cost.

Insurance in Force \$34,010,102.93 Cash Surplus \$540,077.68

H. B. SPARKS, President G. A. McKINNEY, Secretary

HOME OFFICE: Alton, Illinois

SOUTHWESTERN AGENCY: Railway Exchange, KANSAS CITY, MO.

Organized 1902

## TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO.

LOVERNE, MINN.

Mutual Insurance for the Country Grain Dealer at actual cost

Try our plan for Short Term Grain Insurance

Never missed a dividend E. H. MORELAND, Secretary Never made an assessment

## THE RISING COST OF A LETTER

It is now costing you something like 15 cents for each business letter as per list below. The remedy is not to use fewer letters but to produce better letters and part of a better letter is its appearance. Give your effort the good impression that follows good stationery. Steel Die Embossed Stationery is to the letter what good clothes are to the salesman, and the extra cost over the ordinary kind where you send out 25 letters per day does not exceed 10 cents.

Here is a conservative list of letter cost per hundred. (This schedule omits cost of dictator's time, the largest item of all.)

	Type Printed	Steel Die Embossed
Stenographic Wages, assuming 50 letters per day, \$15 per week	\$5.40	\$5.40
Office overhead.....	5.40	5.40
Postage .....	3.00	3.00
Envelope making.....	.08	.08
Paper, high grade, 20lb.	1.00	1.00
Type, Printing Letter Head and Envelope	.40	....
Steel Die Embossing Letter Head and Envelope .....	....	.80
	\$15.28	\$15.68

We make anything that is engraved on paper. Business and personal Xmas greeting cards. Samples willingly furnished.

THE AMERICAN EMBOSSEING CO.

192-96 Seneca Street Buffalo, N. Y.

## CUT THE WEEDS

Five bushels of wheat will provide bread for a soldier on the firing line for a whole year. Five bushels of wheat will keep the life in two adults or three children in the refuge camps of Europe.

How much wheat is there in your elevator at this moment? Is it in danger of being destroyed because you have not CUT THE WEEDS?

Think it over.

C. R. McCotter  
Western Manager  
Omaha, Nebraska



C. A. McCotter  
Secretary  
Indianapolis, Indiana

A fire from any cause will be a calamity; a careless fire will be a crime

## THE RECORDS

OF THE

## Flour Mill and Grain Elevator Mutual Insurance Companies

show that 80% of all fires in Mills and Elevators start in elevators. The installation of an automatic feeding device which will positively prevent an elevator choking from over-feeding and an automatic relief which will prevent an elevator choking from bin getting full or spout choking, will annually save millions of dollars in fire loss and add at least 50% to efficiency of any stand of grain elevators. These devices are perfected and are available for mill and elevator owners, are very inexpensive and absolutely practical. Full particulars will be furnished, free of charge, by this office, on request.

Mutual Fire Prevention Bureau  
OXFORD, MICHIGAN

## WESTERN GRAIN DEALERS MUTUAL FIRE INSURANCE ASSOCIATION

DES MOINES, IOWA

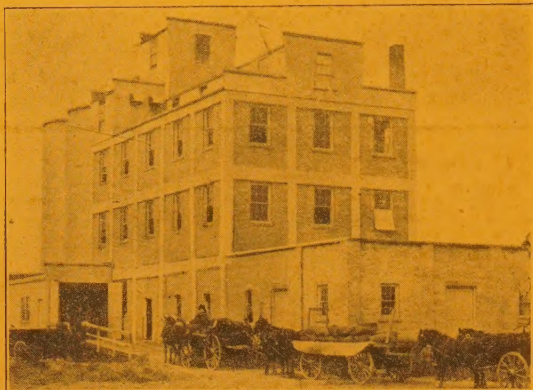
J. A. KING, President GEO. A. WELLS, Secretary

Write for Information Regarding Short Term Grain Insurance



## New Mill For Sale

BRICK AND CONCRETE



Only Run 4 Months—Built Spring, 1918

Located in one of the best irrigated and dry farm wheat districts in Idaho, on Oregon Short Line Railroad. Proven capacity 240 bbls.; storage, 40,000 bushels. Reason for selling, main member of firm heavily interested in several other enterprises. Property can be purchased for several thousand dollars less than cost.

### Shelley Mill & Elevator Co.

Shelley Mercantile Co., Ltd.,  
Owners

SHELLEY, IDAHO

## SHIPPERS' RECORD BOOK No. 20

is designed to facilitate the book-keeping of grain shippers and to minimize the labor of keeping a complete record of each car shipped. The book is 9½x12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2000 car loads.

At top of left hand page, in bold-faced type, are the words, "**IN ACCOUNT WITH,**" and at top of facing page, is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds and Balance.

Wide columns are provided for recording these facts under the respective heads.

Price, \$2.00. Address

**GRAIN DEALERS JOURNAL**

LaSalle Street - CHICAGO, ILL.

## THE ELLIS DRIER

is built for those who want ONLY THE BEST in grain drier equipment. Our guarantee as to capacity and quality of work produced is absolute.

Grain Driers Meal Driers Oat Purifiers

**THE ELLIS DRIER COMPANY**

Postal Telegraph Building

CHICAGO, ILLINOIS



The Service Flag—with its Star of Blue—  
Sometimes turned to Gold:

It matters little where this badge of service hangs—  
in the home of wealth or in some humble cottage.

Always its message is the same:—

That You shall lend and LEND GENEROUSLY  
to end this war more quickly.

Also:—To save more Blue Stars from turning Gold!

## THINK!

**Have You Bought Your Limit?  
4th Liberty Loan**

WELLER MFG. CO., CHICAGO

**Y**OU'VE played crack-the-whip — everyone has. You couldn't run fast enough so they put you at the foot. You gathered up the dust, and were rewarded by a good sound thrashing for it. You didn't know centrifugal force did it, but you know it now.

## Day Dust Collector

works by centrifugal force — the only scientific principle for separating water and steam, or dust and air. No other like it — it works perfectly. Send your next order for a dust collector to us and become one of our satisfied customers.

## The Day Company

Minneapolis, Minn.